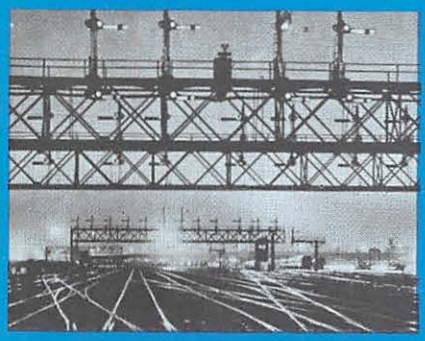
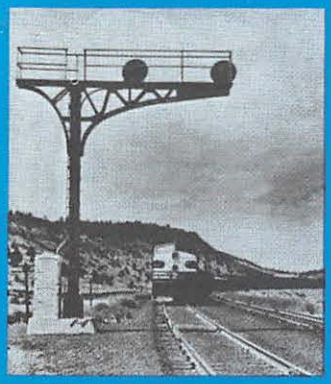
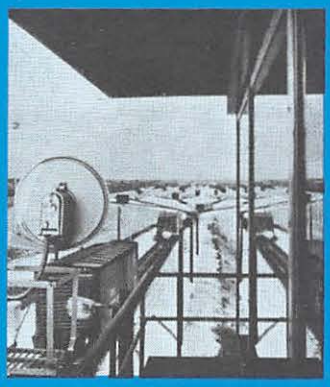
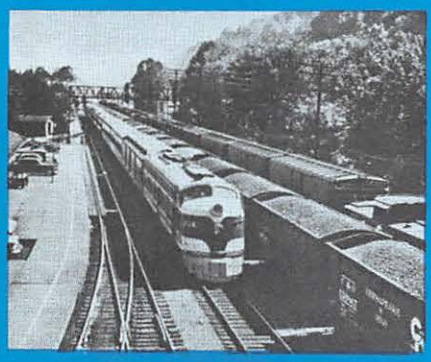
THE *Signalman's* JOURNAL

APRIL, 1966









President Johnson Urges Congress to Establish New Department of Transportation

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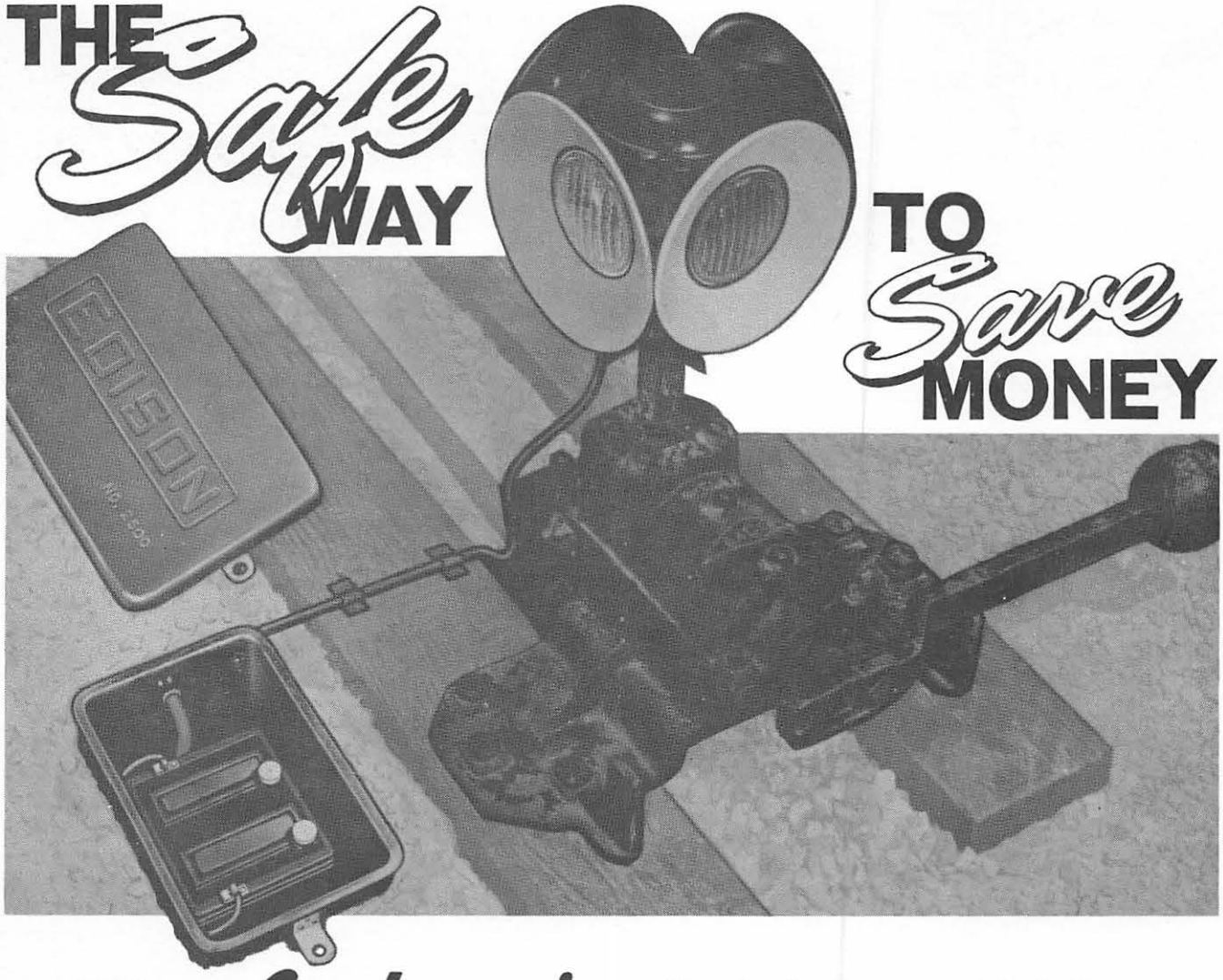
THE *Safe* WAY TO *Save* MONEY



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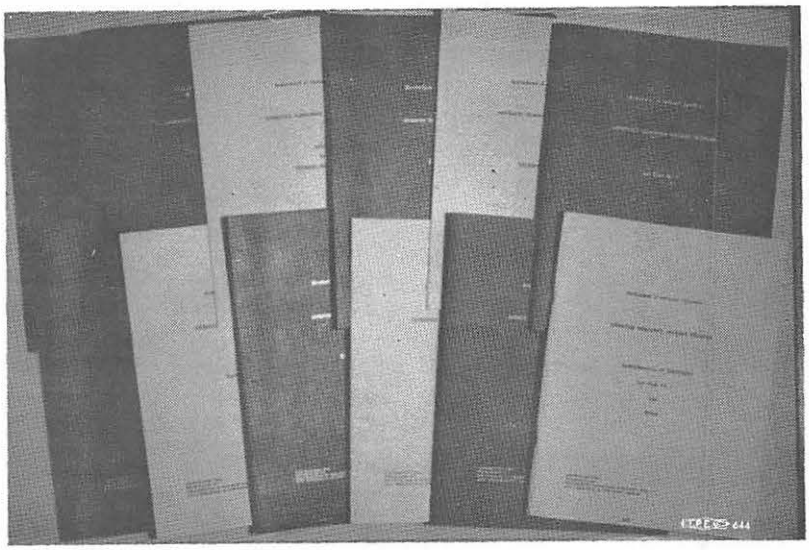

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Nation Needs Sound Transportation Policy

President Urges Congress to Establish Department of Transportation

TWO BILLS — (SENATE) S. 3010 and (House of Representatives) H.R. 13200—were recently submitted to the second Session of the 89th Congress to establish a "Department of Transportation" as a cabinet-level post in the federal government.

Primary functions of several existing offices would be combined under the new Department and a "National Safety Trasportation Board" would be created. This new Board, consisting of five Presidential appointees, would operate independently of other units and would review investigations of accidents to seek their causes, determine compliance with safety standards, examine adequacy of standards, and assume safety functions transferred from the Interstate Commerce Commission and the Civil Aeronautics Board.

The Department of Transportation would be broad in scope, bringing together all forms of transportation into a coordinated system under the one department.

President Lyndon Johnson sent his transportation message to Congress on March 2 and since the provisions of the Bills directly involve railroads and Federal regulatory bodies concerned with railroads, we are reproducing it here.

We are including the full text of the message to permit our readers to see—not through the eyes of a reporter or editor but directly—the reasoning, facts, and statistics behind the recommendation.

TO THE CONGRESS OF THE UNITED STATES:

Two centuries ago the American nation came into being. Thirteen sparsely populated colonies, strung out along the Atlantic seaboard for 1300 miles, joined their separate wills in a common endeavor.

Three bonds united them.

There was the cultural bond of a single language.

There was the moral bond of a thirst for liberty and democratic government.

There was the physical bond of a few roads and rivers, by which the citizens of the colonies engaged in peaceful commerce.

Two centuries later the language is the same. The thirst for liberty and democracy endures.

The physical bond—that tenuous skein of rough trails and primitive roads—has become a powerful network on which the prosperity and convenience of our society depend.

In a nation that spans a continent, transportation is the web of union.

The Growth of our Transportation System

It is not necessary to look back to the 1760's to chronicle the astonishing growth of American transportation.

Twenty years ago there were 31 million motor vehicles in the United States. Today there are 90 million. By 1975 there will be nearly 120 million.

Twenty years ago there were 1.5 million miles of paved roads and streets in the United States. Today this figure has almost doubled.

Twenty years ago there were 38,000 private and commercial aircraft. Today there are more than 97,000.

Twenty years ago commercial airlines flew 209 million miles. Last year they flew one billion miles.

Twenty-five years ago American transportation moved 619 billion ton miles of cargo. In 1964, 1.5 trillion ton miles were moved.

The manufacturing of transportation equipment has kept pace. It has tripled since 1947. Last year $4.5 billion was spent for new transportation plant and equipment.

Transportation is one of America's largest employers. There are:

- 737,000 railroad employees,
- 270,000 local and inter-urban workers,
- 230,000 in air transport,
- almost a million men and women in motor transport and storage.

Together with pipeline and water transportation employees, the total number of men and women who earn their livelihoods by moving people and goods is well over two and one-half million.

The Federal Government supports or regulates almost every means of transportation. Last year alone more than $5 billion in Federal funds were invested in transportation—in highway construction, in river and harbor development, in airway operation and airport construction, in maritime subsidies. The government owns 1500 of the nation's 2500 ocean-going cargo vessels.

Our transportation system — the descendant of the horse-drawn coaches and sailing ships of colonial times—accounts for one in every six dollars in the American economy. In 1965, that amounted to $120 billion — a sum greater than the gross national product of this Nation in 1940.

Shortcomings of Our System

Vital as it is, mammoth and complex as it has become, the American transportation system is not good enough.

It is not good enough when it offers nearly a mile of street or road for every square mile of land — and yet provides no relief from time-consuming, frustrating, and wasteful congestion.

It is not good enough when it produces sleek and efficient jet aircraft—and yet cannot move passengers to and from airports in the time it takes those aircraft to fly hundreds of miles.

It is not good enough when it builds super-highways for supercharged automobiles—and yet cannot find a way to prevent 50,000 highway deaths this year.

It is not good enough when public and private investors pour $15 million into a large, high-speed ship —only to watch it remain idle in port for days before it is loaded.

It is not good enough when it lays out new freeways to serve new cities and suburbs — and carelessly scars the irreplaceable countryside.

It is not good enough when it adheres to custom for its own sake—and ignores opportunities to serve our people more economically and efficiently.

It is not good enough if it responds to the needs of an earlier America—and does not help us expand our trade and distribute the fruits of our land throughout the world.

Why We Have Fallen Short

Our transportation system has not emerged from a single drawing board, on which the needs and capacities of our economy were all charted. It could not have done so, for it grew along with the country itself — now restlessly expanding, now consolidating, as opportunity grew bright or dim.

Thus investment and service innovations responded to special needs. Research and development were sporadic, sometimes inconsistent, and largely oriented towards the promotion of a particular means of transportation.

As a result, America today lacks a coordinated transportation system that permits travellers and goods to move conveniently and efficiently from one means of transportation to another, using the best characteristics of each.

Both people and goods are compelled to conform to the system as it is, despite the inconvenience and expense of:

- aging and often obsolete transportation plant and equipment.
- networks chiefly designed to serve a rural society.
- services long outstripped by our growing economy and population, by changes in land use, by new concepts in industrial plant location, warehousing and distribution.
- the failure to take full advantage of new technologies developed elsewhere in the economy.
- programs and policies which impede private initiative and dull incentives for innovation.

The result is waste — of human and economic resources—and of the taxpayers' dollar.

We have abided this waste too long.

We must not permit it to continue.

We have too much at stake in the quality and economy of our transportation system. If the growth of our transport industries merely keeps pace with our current national economic growth, the demand for transportation will more than double in the next twenty years.

But even that is too conservative an estimate. Passenger transportation is growing much faster than our Gross National Product — reflecting the desires of an affluent people with ever-increasing incomes.

Private and Public Responsibility

The United States is the only major nation in the world that relies primarily upon privately owned and operated transportation.

That national policy has served us well. It must be continued.

But private ownership has been made feasible only by the use of publicly granted authority and the investment of public resources—

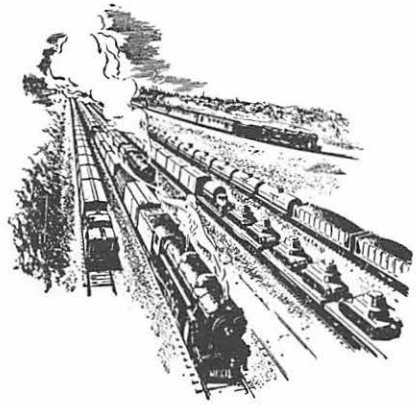
- by the construction of locks, dams, and channels on our rivers and inland waterways.
- by the development of a vast highway network.
- by the construction and operation of airports and airways.
- by the development of ports and harbors.
- by direct financial support to the Merchant Marine.
- by grants of eminent domain authority.
- by capital equipment grants and demonstration projects for mass transit.
- in years past, by grants of public land to assist the railroads.

Enlightened government has served as a full partner with private enterprise in meeting America's urgent need for mobility.

That partnership must now be strengthened with all the means that creative federalism can provide. The costs of a transportation paralysis in the years ahead are too severe. The rewards of an efficient system are too great. We cannot afford the luxury of drift — or proceed with "business as usual."

We must secure for all our travellers and shippers the full advantages of modern science and technology.

We must acquire the reliable information we need for intelligent decisions.



We must clear away the institutional and political barriers which impede adaptation and change.

We must promote the efforts of private industry to give the American consumer more and better service for his transportation dollar.

We must coordinate the executive functions of our transportation agencies in a single coherent instrument of government. Thus policy guidance and support for each means of transportation will strengthen the national economy as a whole.

A Department of Transportation

I urge the Congress to establish a Cabinet level Department of Transportation.

I recommend that this Department bring together almost 100,000 employees and almost $6 billion of Federal funds now devoted to transportation.

I urge the creation of such a Department to serve the growing demands of this great Nation, to satisfy the needs of our expanding industry and to fulfill the right of our taxpayers to maximum efficiency and frugality in Government operations.

In so doing, I follow the recommendations of many outstanding Americans.

In 1936, a Select Committee of the United States Senate recommended a Department of Transportation, or, in the alternative, the consolidation of all transportation programs in the Department of Commerce.

In 1949, the Hoover Commission Task Force on Transportation recommended a Department of Transportation.

In 1961 President Eisenhower recommended such a Department in his Budget Message.

In 1961 a Special Study Group of the Senate Committee on Commerce recommended that all promotional and safety programs of the Federal Government be concentrated in a Department of Transportation.

Many distinguished Members of Congress have offered bills to create the Department. Private citizens, the nation's leading experts in the field, have made the same recommendation to me.

It is time to act on these recommendations.

Scope of the Department

I propose that the following agencies and functions be consolidated

in the Department of Transportation:

1. The Office of the Under Secretary of Commerce for Transportation, and its Policy, Program, Emergency Transportation and Research staffs.

2. The Bureau of Public Roads and the Federal-aid Highway Program it administers.

3. The Federal Aviation Agency. This key agency, with its functions in aviation safety, promotion and investment, will be transferred in its entirety to the new Department. It will continue to carry out these functions in the new department.

4. The Coast Guard, whose principal peacetime activities relate to transportation and marine safety. The Coast Guard will be transferred as a unit from the Treasury Department. As in the past, the Coast Guard will operate as part of the Navy in time of war.

5. The Maritime Administration, with its construction and operating subsidy programs.

6. The safety functions of the Civil Aeronautics Board, the responsibility for investigating and determining the probable cause of aircraft accidents and its appellate functions related to safety.

7. The safety functions and car service functions of the Interstate Commerce Commission, principally the inspection and enforcement of safety regulations for railroads, motor carriers, and pipelines, and the distribution of rail car supply in times of shortage.

8. The Great Lakes Pilotage Administration, the St. Lawrence Seaway Development Corporation, the Alaska Railroad, and certain minor transportation-related activities of other agencies.

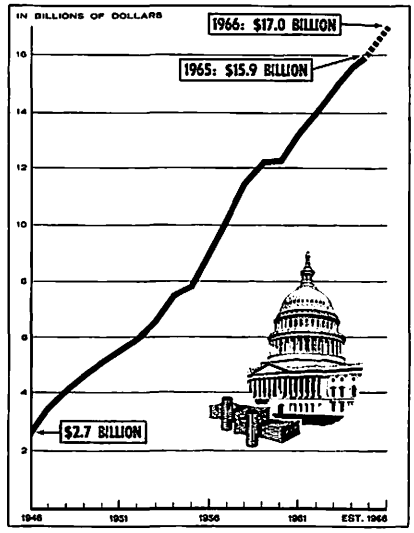
As this list indicates, I am recommending the consolidation into the Department of those Federal agencies whose primary functions are transportation promotion and safety.

National Transportation Safety Board

No function of the new Department—no responsibility of its Secretary—will be more important than safety. We must insure the safety of our citizens as they travel on our land, in our skies, and over our waters.

I recommend that there be created under the Secretary of Transportation a National Safety Transportation Board independent of the operating units of the Department.

GOVERNMENT SPENDING FOR HIGHWAY, AIR AND WATERWAY FACILITIES



The sole function of this Board will be the safety of our travellers. It will review investigations of accidents to seek their causes. It will determine compliance with safety standards. It will examine the adequacy of the safety standards themselves. It will assume safety functions transferred from the ICC and the CAB.

I consider the functions of this Board so important that I am requesting authority from the Congress to name five Presidential appointees as its members.

Relation to Other Government Activities

The activities of several departments and agencies affect transportation promotion and safety. Sound management requires that an appropriate and intimate relationship be established between those activities and the new Department of Transportation.

1. The subsidy functions of the Civil Aeronautics Board.

Aviation subsidies—now provided only for local airline service—clearly promote our domestic transportation system. But subsidy awards are an integral part of the process of authorizing air carrier service. This is a regulatory function.

Therefore the airline subsidy program should remain in the Civil Aeronautics Board. The Secretary of Transportation, however, will develop principles and criteria which the Board will take into consideration in its proceedings. In this way the subsidy program will be coordinated with overall national transportation policy.

2. The navigation program of the Corps of Engineers.

The Corps of Engineers—through its construction of locks and harbor facilities and its channel deepening and river bank protection work—makes a major contribution to water transportation. The Department of Transportation should not assume the responsibility for that construction, but its Secretary should be involved in the planning of water transportation projects.

With the approval of the President, the Secretary of Transportation should also issue standards and criteria for the economic evaluation of Federal transportation investments generally. In the case of transportation features of multipurpose water projects, he should do so after consulting with the Water Resources Council.

3. International Aviation.

The Secretary of Transportation should provide leadership within the Executive Branch in formulating long-range policy for international aviation. While foreign policy aspects of international aviation are the responsibility of the Secretary of State, the Secretary of Transportation should insure that our international aviation policies are consistent with overall national transportation policy.

Subject to policy determinations by the President, the Civil Aeronautics Board regulates international aviation routes and fares as they affect the United States. This function has far-reaching effects on our foreign policy, our balance of payments, and the vitality of American aviation. The Secretary of Transportation should participate in Civil Aeronautics Board proceedings that involve international aviation policy.

4. Urban Transportation.

The Departments of Transportation and Housing and Urban Development must cooperate in decisions affecting urban transportation.

The future of urban transportation — the safety, convenience, and indeed the livelihood of its users—depends upon wide-scale, rational planning. If the Federal Government is to contribute to that planning, it must speak with a coherent voice.

The Department of Housing and Urban Development bears the principal responsibility for a unified Federal approach to urban problems. Yet it cannot perform this task

without the counsel, support, and cooperation of the Department of Transportation.

I shall ask the two Secretaries to recommend to me, within a year after the creation of the new department, the means and procedures by which this cooperation can best be achieved — not only in principle, but in practical effect.

Role of the Department

The Department of Transportation will:

- coordinate the principal existing programs that promote transportation in America.
- bring new technology to a total transportation system, by promoting research and development in cooperation with private industry.
- improve safety in every means of transportation.
- encourage private enterprise to take full and prompt advantage of new technological opportunities.
- encourage high quality, low cost service to the public.
- conduct systems analyses and planning, to strengthen the weakest parts of today's system.
- develop investment criteria and standards, and analytical techniques to assist all levels of government and industry in their transportation investments.

The Interstate Commerce Commission

The Cabinet level Department I recommend will not alter the economic regulatory functions of the Interstate Commerce Commission, the Civil Aeronautics Board, or the Federal Maritime Commission.

I do recommend, however, a change in the manner of selecting the chairman of the Interstate Commerce Commission.

Today, the Chairman of this vital commission—alone among the Federal regulatory agencies—is selected, not by the President, but by annual rotation among the eleven commissioners.

This is not sound management practice in an agency whose influence on our rail, highway, waterway and pipeline industries is so far-reaching.

The ICC bears the demanding and challenging responsibility to keep federal regulation attuned to the needs and opportunities of a dynamic industry. Its jurisdiction extends to 18,000 transport companies. It handles 7,000 cases each year. No private corporation of such size and importance would change its chief executive officer once each year.

I shall shortly submit to the Congress a reorganization plan to give the President authority to designate the Chairman of the Interstate Commerce Commission from among its members, and to strengthen his executive functions.

Safety

105,000 Americans died in accidents last year.

More than half were killed in transportation, or in recreation accidents related to transportation.

49,000 deaths involved motor vehicles.

1,300 involved aircraft.

1,500 involved ships and boats.

2,300 involved railroads.

Millions of Americans were injured in transportation accidents—the overwhelming majority involving automobiles.

Each means of transportation has developed safety programs of varying effectiveness. Yet we lack a comprehensive program keyed to a total transportation system.

Proven safety techniques in one means have not always been adapted in others.

Last year the highway death toll set a new record. The prediction for this year is that more than 50,000 persons will die on our streets and highways — more than 50,000 useful and promising lives will be lost, and as many families stung by grief.

The toll of Americans killed in this way since the introduction of the automobile is truly unbelievable. It is 1.5 million—more than all the combat deaths suffered in all our wars.

No other necessity of modern life has brought more convenience to the American people — or more tragedy—than the automobile.

Why We Are Failing

The carnage on the highways must be arrested.

As I said some weeks ago, we must replace suicide with sanity and anarchy with safety.

The weaknesses of our present highway safety program must be corrected:

- Our knowledge of causes is grossly inadequate. Expert opinion is frequently contradictory and confusing.
- Existing safety programs are widely dispersed. Government and private efforts proceed separately, without effective coordination.
- There is no clear assignment of responsibility at the Federal level.
- The allocation of our resources to highway safety is inadequate.
- Neither private industry nor government officials concerned with automotive transportation have made safety first among their priorities. Yet we know that expensive freeways, powerful engines, and smooth exteriors will not stop the massacre on our roads.

What Can Be Done

State and local resources are insufficient to bring about swift reductions in the highway death rate. The Federal government must provide additional resources. Existing programs must be expanded. Pioneer work must begin in neglected areas.

Federal highway safety responsibilities should be incorporated into the Department of Transportation, in a total transportation safety program.

I have already set in motion a number of steps under existing law:

1. To strengthen the Federal role, I am assigning responsibility for coordinating Federal highway safety programs to the Secretary of Commerce. I am directing the Secretary to establish a major highway safety unit within his Department. This unit will ultimately be transferred to the Department of Transportation. The President's Committee on Traffic Safety will be reorganized, strengthened and supported entirely by federal funds. The Interdepartmental Highway Safety Board will be reconstituted and the Secretary's role strengthened.

2. To give greater support to our safety programs, I am requesting increased funds for research, accident data collection, improved emergency medical service, driver education and testing and traffic control technology.

I have also asked the Secretary of Commerce to evaluate systematically the resources allocated to traffic safety, to insure that we are receiving the maximum benefits from our present efforts.

3. To improve driving conditions, I have ordered that high priority be given to our efforts to build safety features into the Federal-aid highway network.

4. To save those who are injured, I have directed the Secretary of Health, Education, and Welfare in cooperation with the Secretary of Commerce, immediately to initiate projects to demonstrate techniques

for more effective emergency care and transportation. He will work in full cooperation with state, local and private officials.

5. To help us better understand the causes of highway accidents, I have asked the Secretary of Commerce to establish accident investigation teams, who will bring us new understanding of highway accidents and their causes.

6. To make government vehicles safer, I have asked the Administrator of General Services, in cooperation with the Secretary of Commerce, to begin a detailed study of the additional vehicle safety features that should be added to the Federal fleet.

The Traffic Safety Act of 1966

More — much more — remains to be done. The people of America deserve an aggressive highway safety program.

I believe that the Congress—the same Congress which last year gave the Secretary of Commerce broad authority to set uniform standards for State highway safety programs —will join in our efforts to bring that program into being.

I urge the Congress to enact the Traffic Safety Act of 1966.

I urge greater support for state highway safety programs.

I urge the creation of a National Highway Research and Test Facility.

To begin, I recommend a $700 million, six year program.

The three components of this program are as critically important as the problems they address.

First, federal grants to the States for highway safety will be increased. With these funds, a comprehensive highway safety program can be developed by each State under standards approved by the Secretary of Commerce. Included will be measures such as driver education and licensing—advanced traffic control techniques — regular vehicle safety inspections — police and emergency medical services.

Second, automobile safety performance will be improved. Proper design and engineering can make our cars safer. Vehicles sold in interstate commerce must be designed and equipped for maximum safety. Safe performance design standards must be met in tomorrow's cars.

I recommend that the Secretary of Commerce be given authority to determine the necessary safety performance criteria for all vehicles and their components.

If, after a two year period, the Secretary finds that adequate voluntary standards are not satisfactory, he would be authorized to prescribe nationwide mandatory safety standards. He would be also authorized to prohibit the sale in interstate commerce of new vehicles and their components which failed to meet those standards.

Third, the Federal government's highway safety research efforts will be expanded.

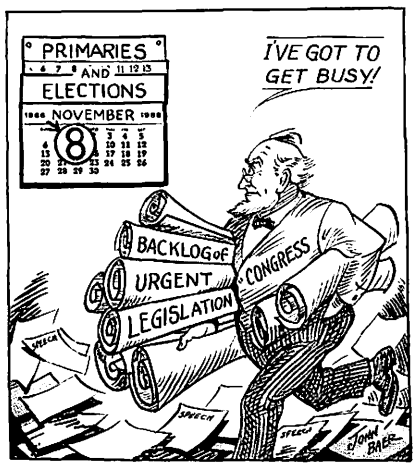
I recommend construction of a national highway safety research and test center.

Funds are needed to support research and testing in many disciplines related to highway safety. The public interest demands a better understanding of the human, highway and vehicle factors which cause death and injury. We must develop more effective countermeasures and objective standards to guide our national programs. Special accident teams should be organized—accurate data collection should be enlarged on a national basis—fellowship grants and research support should be made available to attract the best minds and talents of our Nation to this urgent work.

This new highway safety program would be transferred to the Secretary of Transportation upon the creation of the new Department.

Congress has not hesitated to establish rigorous safety standards for other means of transportation when circumstances demanded them.

Today's highway death toll calls for an equally vigorous and effective expression of concern for our millions of car-owning families. For unless we avert this slaughter, one out of every two Americans will one day be killed or seriously injured on our highways.



Safety Standards for Motor Vehicle Tires

I urge the Congress to act speedily and favorably on S. 2669, a bill establishing safety standards for motor vehicle tires sold or shipped in interstate commerce.

Most tires sold to American drivers are produced and properly tested by reputable companies. Nevertheless, evidence has shown that increasing numbers of inferior tires are being sold to unwitting customers throughout the country. The dangers such tires hold for high-speed automobiles and their occupants is obvious.

S. 2669 provides that the Secretary of Commerce shall establish, and publish in the Federal Register, interim minimum safety standards for tires. The Secretary would be required to review these standards two years from the enactment of the bill, and to revise them where necessary. A research and development program under his direction would improve the minimum standards for new tires, and develop such standards for retreaded tires.

Our driving public deserves the prompt passage of S. 2669, and the protection it will afford them from accidents caused by tire failures.

Safety at Sea

Last year 90 men and women lost their lives when the cruise ship Yarmouth Castle burned and sank in the calm waters of the Caribbean.

The Yarmouth Castle was exempt from United States safety standards —partially because of its "grandfather rights" under law. It was built before 1937.

We cannot allow the lives of our citizens to depend upon the year in which a ship was built.

The Coast Guard is presently completing its investigation of the Yarmouth Castle disaster. The Maritime Administration has already finished its investigation of financial responsibility.

Later in this session—when our inquiries are accomplished and our findings reported—we will submit to the Congress legislation to improve safety measures and guarantees of financial responsibility on the part of owners and operators of passenger-carrying vessels sailing from our ports.

Air Accident Compensation

The United States has declared its intention to withdraw from the Warsaw Convention. Under this pact, the financial liability of a

member nation's airline is limited to $8300 for a passenger's death.

Discussions are underway in the International Civil Aviation Organization to increase this liability for passengers flying anywhere in the world. We have expressed our opinion that the limit of liability should be raised to $100,000.

Research and Development

Today the United States ranks as the world's leader in technology.

Despite this—and despite the importance of transportation in the competition for international trade —exclusive of national security and space, the Federal government spends less than one percent of its total research and development budget for transportation.

Under our system of government, private enterprise bears the primary responsibility for research and development in the transportation field.

But the government can help. It can plan and fashion research and development for a total transportation system which is beyond the responsibility or capability of private industry.

Through government-sponsored research and development we can—

- Fully understand the complex relationships among the components of a total transportation system.
- Provide comprehensive and reliable data for both private and public decisions.
- Identify areas of transportation which can be exploited by private industry to provide safer and more efficient services to the public.
- Build the basis for a more efficient use of public resources.
- Provide the technological base needed to assure adequate domestic and international transportation in times of emergency.
- Help make significant advances in every phase of transport—in aircraft, in ocean-going ships, in swifter rail service, in safer vehicles.

The Department of Transportation—working with private industry and other government agencies — will provide a coordinated program of research and development to move the Nation toward our transportation goals. The Department can help translate scientific discovery into industrial practice.

Supersonic Transport Aircraft

The United States is pre-eminent in the field of aircraft design and manufacture.

We intend to maintain that leadership.

As I said in my State of the Union Message, I am proposing a program to construct and flight test a new 2000-mile-per-hour supersonic aircraft.

Our supersonic transport must be reliable and safe for the passenger.

It must be profitable for both the airlines and the manufacturers.

Its operating performance must be superior to any comparable aircraft.

It must be introduced into the market in a timely manner.

We have underway an intensive research and design program on the supersonic transport, supported by appropriations of $231 million.

The design competition for this aircraft and its engines is intense and resourceful.

I am requesting $200 million in Fiscal Year 1967 appropriations to initiate the prototype phase of the supersonic transport. My request includes funds for the completion of design competition, expanded economic and sonic boom studies, and the start of prototype construction.

We hope to conduct first flight tests of the supersonic transport by 1970, and to introduce it into commercial service by 1974.

Aircraft Noise

The jet age has brought progress and prosperity to our air transportation system. Modern jets can carry passengers and freight across a continent at speeds close to that of sound.

Yet this progress has created special problems of its own. Aircraft noise is a growing source of annoyance and concern to the thousands of citizens who live near many of our large airports. As more of our airports begin to accommodate jets and as the volume of air travel expands, the problem will take on added dimension.

There are no simple or swift solutions. But it is clear that we must embark now on a concerted effort to alleviate the problems of aircraft noise. To this end, I am today directing the President's Science Advisor to work with the Administrators of the Federal Aviation Agency and National Aeronautics and Space Administration, and the Secretaries of Commerce, and of Housing and Urban Development, to frame an action program to attack this problem.

I am asking this group to:

- study the development of noise standards and the compatible uses of land near airports,
- consult with local communities and industry,
- recommend legislative or administrative actions needed to move ahead in this area.

Advanced Ocean Vessel Concepts

After years of United States leadership, maritime technology in other countries has caught up with and, in some instances, surpassed our own.

The U.S. Merchant Marine suffers in world competition because it bears much higher costs than its competitors. This can be offset in some measure by technological improvements.

The Department of Defense recently launched the Fast Deployment Logistics Ship program. This concept introduces to the maritime field the same systems approach that has proven so successful in other Defense and Aerospace programs.

To achieve comparable improvements throughout the maritime industry I am directing the Secretary of Commerce, with the Secretary of Defense, the President's Scientific Advisor, and the Atomic Energy Commission, to conduct a study of advanced vessel concepts.

The work of this team will include:

- Research, development and planning of high speed, large capacity ships, devoted primarily to transporting pre-loaded containers of varying types between the major ports in the world.
- Research on an ocean-going Surface Effects Vessel capable of skimming over the water at speeds more than 100 knots.
- Continued exploration of the application of nuclear propulsion to merchant marine ships.

Our private shipyards should continue to serve the needs of the Country. They can become more productive and competitive through research and development and through standardization of ship construction. With a new Department of Transportation, we will increase our efforts to bring a modern, efficient merchant marine fleet to this Nation.

Advanced Land Transport

Last year Congress took a long step towards advanced land transportation by enacting the High-Speed Ground Transportation Research and Development program.

This program will be continued at the most rapid pace consistent with sound management of the research effort.

Similar vision and imagination can be applied to highway transport.

Segments of the Interstate Highway network already in operation are the most efficient, productive roads ever built anywhere in the world. Motor vehicles move at higher rates of speed, more safely and in greater number per lane than on conventional roads. Transportation costs are reduced, and less land area is needed for this volume of traffic.

With the network about half completed after 10 years, it is apparent that Interstate Highways, as well as other roads and streets, can become even more productive and safe.

Accordingly, I am directing the Secretary of Commerce to:

- Investigate means for providing guidance and control mechanisms to increase the capacity and improve the safety of our highway network.
- Conduct research into the means of improving traffic flow—particularly in our cities — so we can make better use of our existing roads and streets.
- Investigate the potential of separate roadways for various classes of vehicles, with emphasis on improving mass transportation service.

Systems Research

Some of our brightest opportunities in research and development lie in the less obvious and often neglected parts of our transportation system.

We spend billions for constructing new highways, but comparatively little for traffic control devices.

We spend millions for fast jet aircraft — but little on the traveler's problem of getting to and from the airport.

We have mounted a sizable government - industry program to expand exports, yet we allow a mountain of red tape paperwork to negate our efforts. Worldwide, a total of 810 forms are required to cover all types of cargo imported and exported. In this country alone, as many as 43 separate forms are used in one export shipment. Eighty separate forms may be needed to process some imports. This is paperwork run wild.

I am directing the Secretaries of Treasury and Commerce and the Attorney General to attack these problems, through the use of effective systems research programs. And I have directed them to eliminate immediately every unnecessary element of red tape that inhibits our import and export programs.

Transportation for America

The Founding Fathers rode by stage to Philadelphia to take part in the Constitutional Convention. They could not have anticipated the immense complexity — or the problems—of transportation in our day.

Yet they, too, recognized the vital national interest in commerce between the States. The early Congresses expressed that interest even more directly, by supporting the development of road and waterway systems.

Most important, The Founding Fathers gave us a flexible system of Government. Cities, states and the federal government can join together — and in many cases work with private enterprise—in partnerships of creative Federalism to solve our most complex problems.

For the very size of our transportation requirements—rising step-by-step with the growth of our population and industry—demands that we respond with new institutions, new programs of research, new efforts to make our vehicles safe, as well as swift.

Modern transportation can be the rapid conduit of economic growth—or a bottleneck.

It can bring jobs and loved ones and recreation closer to every family—or it can bring instead sudden and purposeless death.

It can improve every man's standard of living—or multiply the cost of all he buys.

It can be a convenience, a pleasure, the passport to new horizons of the mind and spirit—or it can frustrate and impede and delay.

The choice is ours to make.

We build the cars, the trains, the planes, the ships, the roads and the airports. We can, if we will, plan their safe and efficient use in the decades ahead to improve the quality of life for all Americans.

The program I have outlined in this message is the first step toward that goal.

I urge its prompt enactment by the Congress.

LYNDON B. JOHNSON

Rail Unions Assail Rigid Use of "Guidelines"

The "wage guidepost" recommendations of the President's Council of Economic Advisers were attacked by a railway labor spokesman as unsound, unclear, and out of line with other federal approaches to wage regulation.

Detailed criticism of the Administration's guidelines was made by Chairman George E. Leighty of the Railway Labor Executives' Association in a statement filed with the Joint Economic Committee of Congress.

Railroad workers are "particularly hurt" by the guidelines, Leighty declared, because their progress on pay and fringe benefits often is determined by the recommendations of special presidential emergency boards. These boards, he noted, at times seek to apply the guidelines without any consideration of the real equities.

As a result, he said, off-train workers—about two-thirds of all railroaders—have had "real wage increases from December 1958 to 1965 of 6.8 percent—almost exactly one percent a year."

During the same period, Leighty said, the productivity of railroad workers has risen 55 percent—approximately 7.5 percent a year—while rail labor costs per unit of output have dropped more than 20 percent. This has permitted the railroads to cut the price of their freight service an average of 12 percent while boosting their net profits by 33 percent, he declared.

Reporting that rail unions are now in the process of shaping new pay requests, Leighty said "every factor in the economic condition of the railway industry—its declining labor cost, its extremely highrate of increase in man-hour productivity, its growth, and its reduced price to the shipping public—supports the wisdom" in wage treatment of its employes.

I.C.C. Annual Report Shows Carriers In Better Condition Than Ever Before

CHANGES WHICH ARE ADDING NEW VIGOR to the nation's transportation system are highlighted in the Interstate Commerce Commission's 79th Annual Report to Congress.

The report points out that although there are still weaknesses in the system, carriers are in better shape today than at any time in history, thanks to "a combination of technological innovation, increased traffic and revenues, more sophisticated control of costs and operations, and stabilized labor relations."

Nor were improvements confined to the transportation industry. The Commission's own advancements during the year included a reorganization of its Washington, D.C., headquarters operation and a realignment of its locomotive inspection activities. The agency disposed of 9,939 cases—more than in any other fiscal year. This was particularly important in view of the fact that 9,575 new cases were received—over 1,000 more than in the previous year.

The report covers the Commission's activities for fiscal year 1965 (ending June 30, 1965) and contains information on the revenues and operations of ICC-regulated carriers.

Published in new format, the report divides the Commission's work into eight categories. The simplified format was selected to more accurately reflect the new headquarters organization and for easier reference.

Organization, Administration and Procedures

The "overriding administrative concern" was to step up efficiency and productivity. This included the 1965 headquarters reorganization, the President's Reorganization Plan No. 3 (locomotive inspection) which will produce a 15-per cent increase in rail safety efforts, and 32,500 reports eliminated in the "war on paper".

Rates and Services

The Commission has been able to "respond promptly and flexibly" to new and more sophisticated ways of offering and pricing transportation services. Such changes have brought problems, but "the hardships of change have been far outweighed by the benefits derived by carriers, users, and the nation as a whole."

The Commission found the small shipment problem decreasing in intensity. Rates on bulk rail movement, notably grain, continued the trend toward trainload, unit train and "bare bones" reduced rates. Piggyback car loadings for 1964 increased 11.6 percent over the previous year. For the first half of 1965, loadings increased 15.6 percent over the first half of 1964. Railroads increased their volume of automobile shipments.

Operating Rights and Facilities

The Commission is investigating the impact of the new interstate Highway System and exploring means for granting carriers permanent authority to use the new highways without the need for separate, formal proceedings on the various issues involved.

The Commission has disposed of nearly all "grandfather" motor rights applications filed under the Transportation Act of 1958 and the 1960 amendment of the Interstate Commerce Act and has made initial determinations toward all but 9 of the 2,888 "grandfather" applications filed under Public Law 87-805.

Finance and Accounts

There was an increase in applications from carriers seeking authority to issue securities and the trend toward diversification by carriers showed no signs of slackening.

Productivity and Labor

1964 was the best year for railroads since 1957. Oil pipelines, motor carriers of property and motor bus operators achieved new records, while water carriers' revenues decreased slightly.

Total revenues of ICC-regulated carriers surpassed $21 billion for the first time in fiscal 1964, approached $22 billion in calendar 1964, and exceeded $22 billion in fiscal 1965.

Safety and Enforcement

Concerned about the "worsening trend" in highway accidents, the Commission has focused its attention on preventive measures. Where necessary the agency has supported changes in the applicable statutes. Work has begun to improve regulations regarding transportation of explosives and dangerous articles and efforts to obtain better compliance with safety regulations have been intensifed.

The report cites a nine percent rise in fatal accidents for 1964 reported by motor carriers of property. However, the number of bus accidents of all types declined. Railroad accidents increased 10.3 percent, and fatalities increased 12.9 percent. There also was an increase in the number of locomotives the ICC found unsafe and ordered out of service.

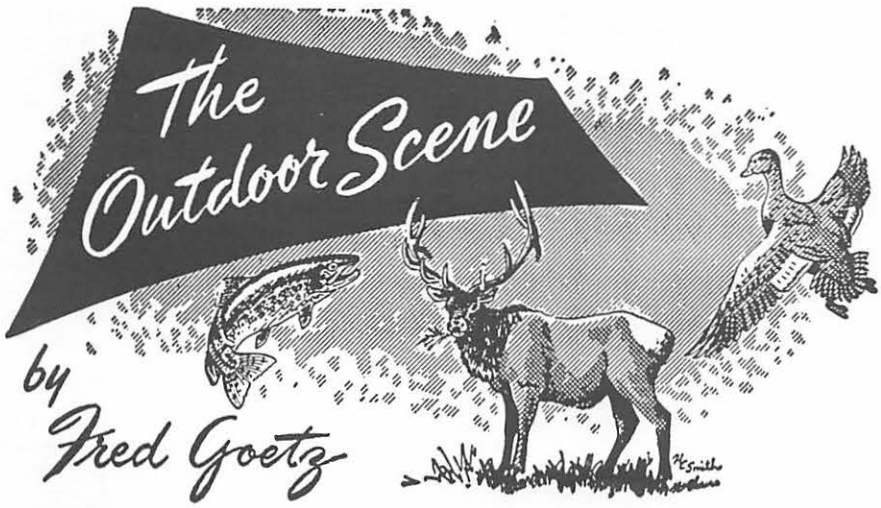
Passenger Situation

"We cannot report that the many-sided railroad passenger problem has been solved," the report states, "however, we can conclude that a growing body of Federal, regional, State and local programs are being activated with the goal of alleviating the problem and, where possible, seeking permanent protection against its wide-scale recurrence."

Rail passenger revenues in 1964 dropped. The total rail passenger deficit for Class I line-haul roads was $410.1 million for 1964. One fourth of intercity passengers (other than auto travelers) traveled by bus. Charter and special bus services increased 10.8 percent and passenger revenues rose for all services. The Commission permitted discontinuance of 286 trains and required 11 to be continued.

Legislative Activities

The report reviews legislation involving domestic surface transportation, including northeast rail passenger service, high speed ground transportation, motor carrier enforcement bills, highway safety, pipeline safety, the freight car shortage, daylight saving time, transportation of mail by motor carriers, the railroad work rules dispute, administrative procedure act, reorganization plan No. 3, and the Commission's budget. The Commission's legislative recommendations for 1966 are being transmitted separately to Congress.



WITH THE FISHING SEASON at hand, here's a few suggestions before sauntering out to lake or stream.

Rods: Wipe down glass rods with damp cloth, then apply a coat or two of clear nail polish to the guide wraps. Replace wraps that are even slightly frayed. Check for loose ferrules, a shaky ferrule can cause a rod to snap in two. Make sure the guides and tip-top are free of nicks. A nicked guide can ruin a new line in a few seconds and lose you the lunker of the day—maybe a lifetime.

Reels: Reels left idle since last summer should be cleaned and given a liberal oiling, to insure proper lubrication even though they may have been oiled when stored. Reels, pock marked by salt water corrosion, should be taken apart, soaked and scrubbed in a hot, soapy water solution, then wiped clean with an oil-soaked rag.

Terminal gear: Shine up spinners and wobblers. Repaint faded and chipped bass lures and later coat with clear nail polish. Check your supply of snaps, swivels, rings, leaders, etc.

Flies: Fill out those missing patterns. Restore bedraggled specimens by holding momentarily over the spout of a steaming tea kettle.

Hooks: Set aside a few days supply of hooks, honing them to needle-point sharpness.

Finally: A week before the season opens, be especially considerate of your wife. Fix that loose picket in the fence; putty the window that rattles; replace the gasket in the leaky faucet—and, by all means, buy her another bottle of clear nail polish.

Brother C. R. Clancy is one angler who believes in fishing "light and easy." Brother Clancy who is a signal maintainer for the C.N.R. and a member of Local 165, lives in Toronto, Ont., Canada.

Here's a snapshot of Clancy that proves the point—a 36 inch northern pike he nipped from the fish-lush water off the Thousands Islands near Landsdowne, Ontario. The fish was taken on a six-pound test line!

Oh yes, he caught it on a Shyster lure — fishing slow and deep. He rates this lure as one of the most effective he's used for northerns.

It's getting so a man can't even hang his line in the water anymore without some pugnacious finster giving him an argument. Take, for instance, the case of John Spurlock of Port Charlotte, Florida. He was fishing for snook from a bridge with a cane pole and 40-pound test line but the best laid plans of mice and fishermen ofttimes go astray. Unknown to John, a sleek, king tarpon finning in the area grabbed his bait and yanked him from his promontory on the bridge, into the water. He was pulled downriver a piece before managing to scramble out on the bank. Gosh!

I received a letter from signal maintainer George B. Lykens of Pennsylvania—all other address information on the envelope had been obliterated. I have a feeling that George is entitled to a pair of lures and if he will drop his address on a postcard, I'll send them to him.

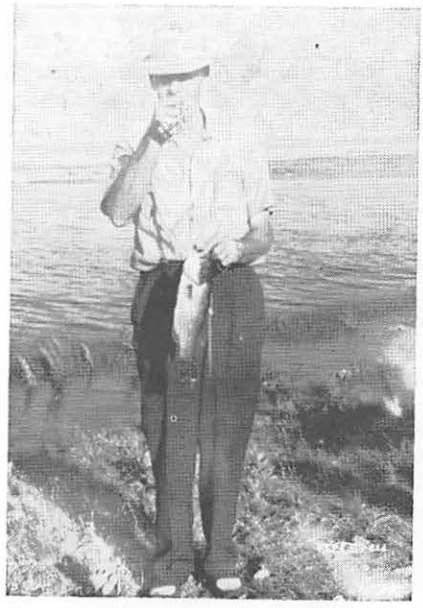
Brother Charles Morgan has been a faithful, and most welcome, correspondent to these columns. He is a retired assistant signalman from the Santa Fe R.R. and a member of Local 172. Now living in Prescott, Arizona, he is an avid and well rounded angler. Here's a recent photo of Charles with a largemouth bass he nipped from Wineglass Lake near Chino Valley, about 20 miles west of Prescott. He writes:

"Enjoying my retirement very much, fishing for bass and most recently sampling the finny merits of Lynx Lake, a new trout impoundment east of Prescott. We'll have two more impoundments in the Prescott vicinity this year."

Charles sent in a photo, which unfortunately was too faint for reproduction, of his trout catch, headlined by a 14½ inch rainbow from Lynx.

Here is a new lure that we would like our members to try out. A

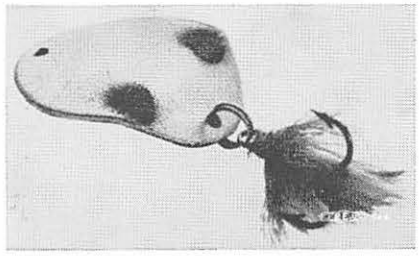
Brother C. R. Clancy



Brother Charles Morgan

pair is waiting for all B. of R.S. members and the members of their families who will send in a clear snapshot of a fishing or hunting scene and enclose a few words telling what the photo is all about. Send it to: Fred Goetz, Dept. SJRD, 0216 S.W. Iowa, Portland, Oregon 97201. Please mention your local number.

Sherman Grover of Concord, New Hampshire, recently discovered a pheasant impaled on a slender stem about the diameter of a goldenrod and better than two feet long. Mr. Grover, who is employe of the State Department of Public Works and Highways, was working near the Ferry Street Survey when he found the bird. The weed, which was still in the ground, had been driven through the pheasant and about two feet of it was protruding from the bird's body.



New Lure

Why hadn't the stem bent and broken when the pheasant struck it? As Mr. Grover attempted to remove the stem from the pheasant it kept breaking. Had it been frozen at the time? If the accident occurred that long ago, when the weeds were still stiff and cold, how was it the bird was still in good condition? These were some of the questions Mr. Grover asked members of the New Hampshire Fish and Game Department when he reported the incident, but the answers at best are only theories and this must remain another of the unsolved mysteries of life.

* * *

George Clarno Jr. of Sandy Creek Route, Remote Oregon, has found an easy way to inflate his rubber boat. He brings into use the reverse end of the vacuum — a quick and sure-fire method, he says, which beats the pump on time and labor.

* * *

Wildlife authorities in a recent TV show illustrated the growth of pheasants by comparing it with other birds—a one-week old pheasant compared in size to an English sparrow, a four-week old chick to a meadowlark, a six-week old bird to a pigeon, and a ten-week old pheasant to a crow.

Florida East Coast Strike

FEC Rail Strike Prolonged As Company Balks Arbitration

MANAGEMENT'S REFUSAL to arbitrate has forced the longest strike in the nation's railroad history into its fourth year, the chairman of the Railway Labor Executives' Association declared.

Despite the recommendations of four government agencies, the Florida East Coast Railway has rejected repeated offers from striking rail unions to arbitrate the questions that led to the walkout in January 1963, George E. Leighty said on the nationwide radio interview, Labor News Conference.

Leighty said that even though the line continues to operate on a limited basis, "the entire east coast of Florida has been deprived of essential services." He pointed out that the FEC accepts only certain carload shipments, refuses less than carload lots and has dropped mail and express services. He said that the railroad "completely ignores" the fact that as a public utility it has obligations and responsibilities to the public and to its employes.

Returning the FEC to receivership, as the City of Miami and others have urged, would improve prospects for an early settlement of the strike, Leighty said. "I think that any receiver appointed would take a realistic view of the situation and work out an acceptable settlement of the dispute," he added.

Leighty said that "realistic" labor-management relations, not changes in the Railway Labor Act, are the best way to avert major rail tie-ups.

"The emergency board method that has been in operation on the railroads for many years is probably as good a system as we have ever had," he noted, adding that "if the parties want to make it work, it will."

R.L.E.A. Chairman G. E. Leighty, center, tells reporters on the AFL-CIO Radio Program "Labor News Conference" that realistic labor-management relations are the best way to avert major rail tieups. Questioning him are Stanley Chapman of Traffic World magazine, left, and Alan Adams of McGraw-Hill publications.

SHANTY BANTER

SMILE AND EVERYONE SMILES

Lincoln was once fined by a judge after he made the clerk laugh aloud in court. Said the judge, "This must be stopped, Mr. Lincoln. You are constantly disturbing this court with your stories. I fine you $5."

Later the judge called Lincoln to the bench and said. "I remit your fine. What was that story?"

KNOWS THE SCORE

"I can tell you the score of the game before it starts."

"What is it?"

"Nothing to nothing."

LOOK MA, NO HANDS!

A harassed mother, who picked her 5-year-old at kindergarten, learned that the regular teacher was absent and that a substitute had taken over.

"How did you like your new teacher, dear?" she asked on the way home.

"Oh, she's smarter than Miss Brown. When we sang she played the piano with one finger, and Miss Brown has to use two hands when she plays.

SPARE THE SPUR!

The club president ruefully admitted his too hasty decision that turned out badly: "I'm bleeding from a spur of the moment."

TEXA$ TALE$

Hear about the Texas freshman who bought a little boy for his dog . . .?

Or his father who tried to cash a check in a New York bank and had it returned with the bank's notation: "Insufficient Funds, not you—us."

CHERCHEZ LA FEMME

Man would have no trouble getting to the moon if he knew that a few pretty girls were there waiting for him.

IT'S A WOMAN'S WORLD

He: "Why did the good Lord make so many girls beautiful but dumb?"

She: "He made them beautiful so that we would be loved and dumb so that we could return that love."

SHE CAN READ?

Said the ignorant Hollywood actress who hardly knew how to sign her name: "I'd rather be read about than write."

MODERN MATH

"How much is sixty cents and forty cents?"

"A dollar and four cents."

"Wrong. It's only a dollar."

"But you didn't figure in the sales tax!"

"You really high-balled it after you tied up."

FATHER WORKS BEST

"Mr. X, everybody in the community knows what a fine family of boys you've raised, so as ace reporter on the news staff. I've been assigned to do a little feature story on them."

"I'm mighty pleased. What would you like to know?"

"Well, there's your son, Richard. What is he doing now?"

"He's studying to become an engineer."

"What about your son, James?"

"He's studying to become a lawyer."

"What about your son, Thomas?"

"He's out of medical school and studying to become a brain surgeon."

"That's wonderful, Mr. X. You must be very proud of them. But what is it that you do?"

"Oh, nothing much. I keep working the farm with Ma to pay the bills for all the studying."

MAKES MORE CENTS

A woman came into a five-and-ten cent store and selected a ball, for which she handed the clerk ten cents.

"Excuse me," said the clerk, "but this ball is fifteen cents."

"But I thought this was a five-and ten-cent store," protested the customer.

"Well," he replied, "I leave to you—how much is five cents and ten cents?"

NO BRAIN FOR BULLETS

Bandit: "Give me your money or I'll blow your brains out!"

Victim: "Fire away. A guy can live these days without brains, but not without money."

M.D. TO BE SURE

Then there was the lad who, in the questionnaire space after "Whom do you want notified in case of injury?" wrote: "The nearest doctor."

NO CROSS WORDS HERE

Sweet thing, applying for office job: "I'm very smart, I get all the words in every crossword puzzle I do."

Boss: "But I need someone who is smart in the office."

Sweet thing: "I do them in the office."

Compensation Paid Under National Job Stabilization Agreement

Information contained in the following article was recently released to Unemployment Insurance Contact Officials by the U.S. Railroad Retirement Board and it was felt that our members would find the information of interest and importance.

Railroad Retirement Board's Right to Reimbursement

When a railroad determines that compensation is payable to an employe for time not worked in a period for which the Board has paid unemployment benefits, the benefits may be recoverable under a section of the Railroad Unemployment Insurance Act. Railroads are now making many such payments of compensation under the national job stabilization agreement of February 7, 1965. This article was prepared to explain how Section 2 (f) is applied in connection with such payments.

Section 2 (f) provides, in general, for recovery of unemployment benefits paid to an employe if it is later determined that compensation is due him from his employer for a period covered by the benefit payments, provided the employer has been put on notice concerning the benefit payments. The amount recoverable is the amount of the unemployment benefits paid for the period for which compensation is found to be payable, or the amount of the compensation, whichever is less.

Procedure for Effecting Reimbursement

This is the general procedure under Section 2(f) in cases involving protective payments made under the national job stabilization agreement:

- When it appears that a claimant for unemployment benefits may be protected under the agreement, the Board will notify the claimant's employer that unemployment benefits are being paid.
- If the employer finds that compensation is due the employe for time not worked in a particular month, the employer should check with the Board to see whether benefits are recoverable from the compensation.
- The Board will advise the employer of the amount recoverable, if any.
- The employer should remit to the Board the amount determined to be recoverable.

Determining Amount Recoverable

When protective payments are made under the job stabilization agreement, the Board is entitled to reimbursement for: The unemployment benefits paid for time not worked covered by the protective payments or the amount of the protective payment for time not worked, whichever is less.

The amount recoverable is derived as follows:

1. Compute the time not worked covered by the protective payment. This is the difference between (1) number of hours for which the employe is protected as established by the average monthly number of hours worked in the 12 month base period[1] and (2) the number of hours actually worked in the month for which he is to receive payment.

2. Compute the amount of the protective payment covering time not worked in the month. This is the total compensation payable to the employe for the month for which the payment is made less the compensation paid for work performed in the month.

3. The amount by which the Board is to be reimbursed is the amount of unemployment benefits paid for the number of protected hours (converted into days) not worked and for which a protective payment is made (as computed in accordance with item 1 above) or the amount of the protective payment for time not worked (as computed in accordance with item 2) whichever is less.

Example:

Consider an employe who is protected to the extent of 120 hours and $300 a month on the basis of his service in the base period.

A. In August he worked 80 hours (10 days) and earned $200. He received unemployment benefits from the Board for 11 days of unemployment in August at the rate of $10.20 a day, or $112.20.

1. Period of time not worked: 120 hours minus 80 hours equals 40 hours divided by 8 hours a day equals 5 days.

2. Amount of protective payment for time not worked:
$300 minus $200 equals $100.

3. Unemployment benefits paid at the rate of $10.20 for five days of unemployment for which the employe receives a protective payment—$51.00.

4. Since $51.00 (item 3) is less than $100 (item 2) the amount of reimbursement to which the Board is entitled is—$51.00.

5. The Board originally paid the employe $112.20 for 11 days; he retains unemployment benefits of $61.20 for 6 days.

B. In September the employe worked 128 hours and earned $296.

1. Period of time not worked:
120 hours minus 128 hours leaves a negative balance. Hence in September there is no period of time not worked for which a protective payment is to be made, and the Board is not entitled to reimbursement for any unemployment benefits. The protective payment of $4 is made for the days on which the employee actually worked.

Information to be Furnished by Railroads

When an employer is preparing to make a payment under the job stabilization agreement for one or more months, the Board will determine the amount recoverable as illustrated in the above section.

The employer will report:

- Period of time not worked for which a protective payment is payable, and
- The amount of the protective payment covering the time not worked.

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[1] *With respect to protected employees other than seasonal employees and employees holding regularly assigned positions on October 1, 1964, Article IV, Section 2 of the agreement provides for a "base period comprised of the last twelve months in which they performed compensated service immediately preceding the date of this Agreement."*

news from Canada

International Unions in Canada

The question of United States domination of Canadian labour is high in the forum of public discussion, especially in Quebec. Many of the critics are businessmen, some heading companies wholly owned by United States' capital, says William Dodge, executive vice president of the Canadian Labour Congress in a recent article in the *Federated Railwayman.*

According to Mr. Dodge's article, these critics want to see Canadian labour divorced as quickly as possible from United States' unions, even though U.S. resources are often the deciding factor in putting a Canadian union local on fairly equal terms with an employer in a collective bargaining position, or in making it possible to continue the strike until a reasonable settlement is reached. Mr. Dodge claims that even the Confederation of National Trade Unions, so highly critical of international unions today, is not too nationalistic to refuse financial assistance from this source.

Of course there has been criticism from within labour itself, Mr. Dodge says; but he cuts down these in-grown critics by dissecting them into two parts:

- Splinter groups—purely propaganda vehicles, company-sponsored substitutes for genuine unions, or union remnants still in the clutches of left-wing political elements;
- sectarian organizations that depend primarily on a language or cultural label for a principal weapon in organizational activity.

Pragmatic About Unions

Mr. Dodge concludes that the Canadian worker is usually very pragmatic about unions. He wants a union which will render him service, and usually he doesn't care if it is an international or a national one, craft or industrial, rich or poor, large or small. If his union is doing a good job for him, all the demagogic appeals to his Canadianism, his desire for autonomy, and even his language and cultural difference will make no impression.

Purely Canadian unions must also satisfy this basic requirement. Their members will remain as long as the service is satisfactory. Nothing will prevent their leaving to join an international or another national union if the standards are indifferent. Mr. Dodge claims that this is true in Quebec as well as in the rest of Canada. It is also the reason why 70 percent of the organized workers of Canada belong to international unions. A considerable majority are satisfied with the service these unions provide.

"It is perhaps true that some international unions are open to criticism on the grounds of poor service, but this also is the case with some purely Canadian unions."

Trade Union Policy Examined

If, as Mr. Dodge suggests, the international unions in Canada give satisfactory service, an article in *Labour Gazette* asked, then to what extent are Canadian members prevented from making independent policies in bargaining and other fields?

Mr. Dodge examined several features of trade union policy in Canada to see if they are dictated by the U.S. headquarters of the union.

The Canadian Labour Congress, he said, aligns itself with a political party; the American Federation of Labor and the Congress of Industrial Organizations strongly disapprove.

"Partisan political action by unions affiliated with the Canadian Labour Congress is one issue on which the politicians and businessmen who are critical of U.S. domination of Canadian labour would prefer a little domination," he said. The policy of non-partisanship, according to Mr. Dodge, is shared by the Confederation of National Trade Unions and the AFL-CIO. The CLC—supposedly under the domination of the United States' labour movement—rejects this policy, he said.

International Policy

Mr. Dodge explained that another example of Canadian independence in international unions is the Canadian labour movement's general approach to international affairs:

. the CLC advocates the recognition of Red China and her admission to the United Nations; the AFL-CIO is diametrically opposed to this policy;

. the CLC wants normal diplomatic and trade relations with Cuba; the AFL-CIO urges diplomatic isolation and a trade boycott;

. the CLC wants a cessation of hostilities in Viet Nam; the AFL-

SIGNALMEN WANTED

1 — Signal Mechanic

1 — Signal Maintainer

For work on the Duluth, Winnipeg & Pacific Railway installing crossing protection and repair and installation of interlocking and other signal equipment.

Temporary positions to be filled from April 1 to October, 1966. Contact:

Mr. D. C. McLeod — Signal Engineer
Canadian National Railways
Winnipeg, Manitoba, Canada

CIO uncritically supports U. S. policy;

. the CLC supports positive programs of aid to trade unions in under-developed countries; the AFL-CIO stresses the more negative policy of anti-communism.

Mr. Dodge continues: "It may be argued that some or all of our policies are unsound, but it cannot be charged that they are dictated by the United States headquarters of international unions."

Inevitable Similarities

The close association between the American and Canadian movements has unquestionably had an effect upon attitudes on both sides of the border. This is especially true in the field of labour-management relations, Mr. Dodge said. Collective bargaining policy in Canada, although rooted in the United States, has undergone considerable adaptation to accommodate the legislative labour differences of the two countries.

Mr. Dodge believes that Canada and the United States have inevitably produced a similarity in their systems of labour-management relations because of their almost identical economic philosophies, production processes, technological development, ownership and control, and educational orientation. This applies in some respects to bargaining techniques and in some respects to bargaining objectives. An examination of collective agreement clearly indicates that salary structures and work rules are the same. Individual grievances, technological change, and rights are covered by similar patterns of contractual provisions.

In qualifying his use of the phrase, "in some respects," Mr. Dodge said that he was referring to wage demands, conditions of work in the plant, welfare, and pension plans and other features of the usual collective agreements.

Economic Planning

During the past few years, both labour and management in Canada have had vigorous discussions on economic planning and their roles in it. Resulting from these discussions, exciting new agencies such as the Economic Council have emerged. Mr. Dodge said that labour and management now have to do some profound thinking about their new roles in economic planning. They are beginning to realize that their demands on the economy must take into account

the national interest, and they are exploring such concepts as incomes policy, industrial rationalization, and more governmental intervention in economic affairs.

Mr. Dodge believes that it is in such areas that the independence of Canadian management and labour becomes important, and that it is by no means clear that the economic interests of Canada can be served adequately by adopting policies similar to those acceptable to government, business and labour in the United States.

"This will present many complex problems," Dodge concluded, "but I think it has been established that we are capable of making our own decisions in Canada and are determined to act in the interests of our own country and our own people."

T. A. Johnstone C.N.R. Negotiator Resigns

The resignation of T.A. Johnstone, Assistant Vice-President for Labour Relations in the Canadian National Railways, was announced early this year.

The resignation came at an important stage in the preliminary negotiations between the railways and 15 unions representing almost 100,000 non-operating employes, but it was reported that it was submitted for personal reasons, and had no connection with the contract talks.

THE STRANGE WORLD OF MR. MUM
by Irving Phillips
SALVATION ARMY EMERGENCY MOBILE CANTEEN
THE SALVATION ARMY
Beginning a Second Century of World Service to Humanity

Mr. Johnstone has had experience on both labour and management sides in labour negotiations. Before moving to the CNR, he was staff representative for the United Automobile Workers in the U.S. and later was director of the UAW Department dealing with General Motors Corp.

In 1952 he shifted from the union side of bargaining to management when he became executive secretary of the Detroit Newspaper Publishers Association, handling wage negotiations for three daily newspapers.

Proposal to Abandon Ritual Bargaining

An end to "gypsy bazaar" bargaining between management and unions was urged by Ed Lawson, president of a B.C. union joint council.

Speaking to a convention in Vancouver, he said that "no one was fooled by the ritual of labour demands, management offers, new scaled-down labour demands, and a final haggling to settlement.

"Workmen today not only understand company financial reports, but many of them are shareholders," Mr. Lawson said. "All the company is doing is reinforcing the idea that all it will share with the employes is what the union can get at the bargaining table."

He appealed to management to deal honestly with labour. "The company should come in and say: 'We have made this amount of profit; we can pay this amount on increased payroll, and this represents the amount of hourly increase, then offer it gladly for a job well done."

Legislation No Shortcut To Industrial Peace

Cyril Grunfeld, reader in law at the London School of Economics, told the Royal Commission on British Trade Unions and Employers' Association recently that legislation was not a shortcut to industrial peace. He advised the commission that it would be more effective to "stimulate a higher standard of competence and re-

sponsibility in the conduct of industrial relations."

The Royal Commission previously had contended that a strike notice should be regarded as an intention to break the employment contract.

Mr. Grunfeld defended the right of the worker to strike. "It is an error of judicial policy to interpret the law in a way which could stimulate managerial ill-will and which would destroy the right to strike." Without it, he said, organized labour is powerless to deal with management. He also pointed out that strikes will occur, even in the most authoritarian regimes, if labour is deprived of its legal right to strike.

Fair Wage to be Paid By U. S. Firms

Firms providing services to the U.S. federal Government must pay fair wages, thanks to a new federal law that climaxed a 7 year fight by organized labour.

On a nation-wide U.S. radio network David Sullivan, a AFL-CIO vice -president, said that employers bidding for federal contracts must now do so on the basis of the prevailing area wage or the federal minimum wage, whichever is higher.

The prevailing wage principle won wide support in both Congress and the Executive Branch when it became clear that some federal contractors were forcing their employes to work at extremely low wages.

Adamant Attitudes Could Result in Industrial Chaos

Addressing the Toronto Chapter of the Administrative Management Society, C.L.C. President Claude Jodoin said the introduction of Automation and other technological changes confronted both labour and management with unprecedented challenges and failure to attain better labor-management relations could result in industrial chaos.

"We, in the trade union movement, feel that one of the fundamental weaknesses in a large part of our labour-management relations is a failure, if not an outright refusal, to accept trade unions as a permanent and established part of our industrial structure," Mr. Jodoin said.

"Too many of our people have the feeling, in their relations with management, that they are there by sufferance; that management is dealing with them simply because it is forced to, and if an opportunity presents itself, the relationship will be promptly terminated. I am not saying, by any means, that this is always the case. I am saying that it is too often the case.

"We cannot afford this kind of relationship in 1966. I don't consider it is any exaggeration whatsoever to say that unless trade unions are accepted in the true sense, and unless there is discussion, consultation and co-operation between labour and management in the manner for which trade unions are intended—unless these needs are met we are going to face industrial chaos.

"Events are moving too rapidly, changes are taking place too fast, needs are being revised too quickly to allow us to get along with half-hearted or broken-down communications."

A number of recent strikes has demonstrated the restlessness and sense of insecurity among Canadian workers, the labour leader said. There was also a feeling among unionists that many employers were using technicalities and resorting to the courts in an attempt to defeat the union, rather than dealing with differences honestly and frankly across the bargaining table.

The introduction of broad technological changes would require a more continuous discussion and consultation between employers and employes, he said.

"Under today's conditions, even normal contract negotiations at their best are not adequate", he said. "A great many issues arising from automation and other forms of technoligical change do not lend themselves to crisis bargaining or negotiating against a deadline. The shot gun, take-it-or-leave-it approach on the part of either labour or management is not a solution to this type of problem," Jodoin concluded.

Convictions Overturned In Florida Rail Strike

The 5th U.S. Circuit Court of Appeals at New Orleans, La. has reversed the convictions of four railroad men accused of placing dynamite on a Florida East Coast Railway trestle in 1964.

Three appeals judges ruled that the men were deprived of their constitutional rights at hearings in Miami District Court. Charges against Hugh Winn, car foreman, and John Katsikos, car inspector, were dismissed. Charges against John W. Davis and Joseph L. Vedder, switchmen, were returned to the District Court for reconsideration.

The appellate tribunal ruled that the lower court should have dismissed a count in the charge against Katsikos and Winn as being too vague to permit them to prepare an adequate defense.

In the case of Davis and Vedder, comments by the trial judge were not only improper but unconstitutional, the judges said. They declined to rule on other errors charged by defense lawyers.

The four FEC workers were convicted at a trial in Miami two years ago, largely on the testimony of an informer. Defense lawyers introduced evidence that the informer was paid $1,400 by the FBI for "expense and services" and that payment of another $5,000 was authorized if his testimony resulted in conviction of the accused men.

After the trial, the railroad paid him $5,000 according to union charges.

The FEC has been run by strikebreakers since its nonoperating employes walked out January 23, 1963, for the same raise given workers by most other Class 1 railroads. It continues to run freight trains but has discontinued all passenger service except for one train a day, strikers reported.

1966—The Toughest Test Is Coming

Example: A switch of two votes in the House of Representatives in 1965, would have butchered the public works bill. A key proposal to increase public works funds barely passed, 196-194.

Example: A switch of four votes in the House would have kayoed the President's proposal for rent subsidies for the poor. It nudged by, 208-202.

Example: A switch of 12 votes in one instance and 10 in a second would have doomed 14 (b) repeal in the House. In the first case, a move to kill the repealer was defeated, 223-200. Following that, the vote on repeal itself passed, 221-203.

Example: A switch of only 17 votes would have torpedoed the new Housing and Urban Development Repartment, proposed to coordinate federal aid to cities. It got by the House, 217-184.

More than anything else, these examples and others like them spotlight the crucial nature of the 1966 congressional elections. They show how thin the line is between the present liberal-controlled Congress and a potential conservative-controlled Congress.

They show how important labor's role in politics will be this year, for the new programs workers and their families want and need are riding on the results of the voting next November.

The main event will be the battle for control of the House, and the major battlefields will be those normally-conservative districts that switched to liberal in 1964 on the strength of the Johnson landside.

There are 51 first-term liberals in the House. As the above examples show, these newcomers provide the winning margin on a significant number of key votes. Any heavy cut in their numbers next November would douse hopes for new Great Society legislation in the next few years.

Addition of only a small number of conservatives would install a new set of uppers for the presently defanged Dixiecrat-GOP coalition and bring back the bite that for decades chewed up efforts to enact needed new programs.

In the Senate, continued Democratic control is assured, though here too a loss of liberal seats could endanger passage of liberal legislation.

The present balance is 68-32 for the Democrats. Of the 35 Senate seats up for grabs this year, 21 are held by Democrats and 14 by Republicans.

The factors that make 1966 labor's toughest political test ever are these:

- The tradition of off-year losses that hit the party in control of the White House. The average loss in the House over the past 60 years has been 37 seats, in the Senate five seats.
- The large number of new liber-

Senate Elections—1966

Following are U.S. Senate contests this year: Alabama, John J. Sparkman (D); Alaska, E. L. Bartlett (D); Arkansas, John L. MsClellan (D); Colorado, Gordon Allott (R); Delaware, J. Caleb Boggs (R); Georgia, Richard B. Russell (D); Idaho, Len B. Jordan (R); Illinois, Paul H. Douglas (D); Iowa, Jack Miller (R); Kansas, James B. Pearson (R); Kentucky, John Sherman Cooper (R); Louisiana, Allen J. Ellender (D); Maine, Margaret Chase Smith (R); Massachusetts, *Leverett Saltonstall (R); Michigan, Pat McNamara (D); Minnesota, Walter F. Mondale (D); Mississippi, James O. Eastland (D); Montana, Lee Metcalf (D); Nebraska, Carl T. Curtis (R); New Hampshire, Thomas J. McIntyre (D); New Jersey, Clifford P. Case (R); New Mexico, Clinton P. Anderson (D); North Carolina, B. Everett Jordan (D); Oklahoma, Fred R. Harris (D); Oregon, *Maurine B. Neuberger (D); Rhode Island, Claiborne Pell (D); South Carolina (2), Strom Thurmond (R) and Donald S. Russell (D); South Dakota, Karl E. Mundt (R); Tennessee, Ross Bass (D); Texas, John G. Tower (R); Virginia (2), A. Willis Robertson (D) and Harry F. Byrd, Jr. (D); West Virginia, Jennings Randolph (D); Wyoming, Milward L. Simpson (R). *Not running for re-election.

Elections '66—Vital Statistics

U.S. Senate Elections
Total—35
Democrats—21
Republicans—14
Present Senate Make-up—D 68, R 32
U.S. House Elections
Total—435 (all seats)
Present Make-up—D 293, R 140 (2 vacancies)
Gubernatorial Elections
Total—35
Democrats—20
Republicans—15
Present Balance—D 33, R 17
Biggest Stake
Control of U.S. House of Representatives. Present strong liberal majority threatened by three factors:
1. Many liberals elected in 1964 came in on Johnson presidential sweep, were elected from usually conservative districts. Particularly vulnerable: 51 first-term liberals whose votes gave President the edge he needed for Great Society legislation.
2. Traditional shake-out that hits party in control of White House in congressional election years. Average loss of seats in past 60 years: 37 in House, five in Senate.
3. Stepped-up right wing political action. John Birch Society alone eyes $12 million political warchest for ultra-conservative candidates, plans organization in 325 congressional districts. Fast-growing rightist GOP splinter groups also geared for effective action.

Rugged Senate Races Looming

Some Senate races this year shape up as potential donneybrooks, with both incumbent liberals and incumbent conservatives involved.

In Michigan, Sen. Pat McNamara (D), who has taken the lead in legislation to help the elderly, might run into Gov. George Romney as an opponent, though Romney hasn't yet announced. McNamara in 1960 won with only 51.7 percent of the vote.

In Montana, progressive Sen. Lee Metcalf will be the target of right wing and conservative interests and may face a tough foe, Gov. Tim Babcock who is mentioned as a potential GOP candidate. Metcalf won by only 50.7 in 1960.

Other liberals who won close races their last times around are Sen. Paul Douglas (D-ILL.) who won with 55.5 percent of the vote; Sen. Thomas McIntyre (D-N.H.), 52.3 percent; Sen. Fred Harris (D.-Okla.), 51.2 percent; Sen. Ross Bass (D.-Tenn.), 52.1 percent; Sen. Jennings Randolph (D.-W.Va.), 55.3 percent.

Conservative Republicans up for election this year who had tight races in their last campaigns are Gordon Allott (Colo.), 54 percent; J. Caleb Boogs (Del.), 50.7 percent; Len Jordan (Idaho), 50.9 percent; Jack Miller (Iowa), 51.9 percent; Karl Mundt (S.D.), 52.5 percent. John Tower (Texas), 50.6 percent.

als coming frrom districts with histories of conservative representation.

- The absence of a strong head-of-ticket like President Johnson, whose huge vote rubbed off on liberal candidates in 1964.
- The growing savvy of right wing and conservative political action groups. It is not just the Birchers and other extremist organizations. Respectable conservative outfits like the NAM's Business-Industry Political Action Committee (BIPAC) and the AMA's American Medical Political Action Committee (AMPAC) have picked up know-how in recent campaigns, and will be more effective this year.
- The usual drop-off in voting that takes place in non-presidential years, a drop-off averaging more than 15 percent. It cuts most deeply into the vote of working people.

Radar Converter Developed by GRS

A new, solid-state, Doppler radar converter has been developed by Jack Auer and Lyle Ross of the GRS Research Department. Each compact converter unit consists of two printed circuit cards, which will handle one radar unit. The converters for an entire yard, complete with power supply, fit nicely into a double Type J relay enclosure. These converters form a vital interface—the link between classification yard radar, and digital computers of the type first used for the Southern Railway's new Macon Yard.

The radar converter, which replaces the discriminator used in previous style analog computer ARC systems, converts the a-c output of the yard radar (used for speed measurement) to a corresponding d-c input for the digital computer.

Last April, after a year of investigation with digital computers, the requirements for the new computer were turned over to the Research Dept. Time was of the essence, as the Southern planned to have the yard in operation by February 1966. After preliminary conferences the first operational model was on life test by August. In early September, the circuitry was approved.

Indiana Court Upholds State Rail Crew Law

Indiana's safe crew law setting minimum train crew sizes was upheld by the State Supreme Court in a 3-0 decision reversing a lower court.

The decision, according to the Locomotive Firemen & Enginemen, will mean restoration of more than 600 fireman and brakeman jobs on 16 railroads operating in Indiana. The positions were left vacant while the railroads sought a court ruling that the full crew law conflicted with the 1964 award on train crews sizes by an arbitration board set up by Congress. A Superior Court judge agreed with the carriers and enjoined the Indiana Public Service Commission from enforcing the state law.

The full crew law requires the use of five-man crews as well as an extra brakeman on 70-car trains.

The appeal had been pressed by the BLF&E and the Railway Conductors & Brakemen.

BLF&E President H. E. Gilbert said the ruling was the fifth victory in a row in his union's fight to preserve the right of states to set safety standards on the rails.

Previous verdicts upholding similar state laws were won in the U. S. Supreme Court and the Wisconsin courts, and harmful changes were fought off in the New York and Ohio legislatures, Gilbert said.

Memo Agreement Provides Pay for Jury Duty

As a result of a memorandum agreement signed recently with the Elgin, Joliet & Eastern Railway Company, Brotherhood members will receive consideration for pay adjustment when performing Jury Duty.

The agreement, signed by General Chairman A. E. Littlejohn, provides that "effective November 1, 1965, an employe who is called for jury service shall be excused from work for the days on which he serves, and he shall receive for each such day of jury service on which he otherwise would have been regularly scheduled to work, the difference between eight (8) hours at his applicable pro-rata rate of pay and the payment to which he is entitled for such jury service. The employe will present proof of such jury service and the amount of pay to which he is entitled therefor."

Government Warning On Silver Solder "Cadmium Caused Death"

The Division of Occupational Health, U.S. Public Health Service, reporting recently on two poisoning deaths traced to improper use of silver solder containing cadmium, warned that this material should be carefully used under safe working conditions.

The Division of Occupational Health emphasizes that all silver solders do not contain cadmium. However, when using any type of this material, the following precautions should be followed:

. Warning labels, which should be on all packages, must be carefully read and followed.

. The working area must be properly ventilated, preferably with specific exhaust systems.

. Workers must avoid breathing emitted fumes.

The worker deaths occurred in California and Utah. A second non-fatal incident of cadmium poisoning was also discovered in California. In the Utah case, the worker told his physician that he had been working with ammonia and neglected to mention silver solder. His illness was consequently first diagnosed as "ammonia poisoning." It was not until after his death that tissue tests made at the suggestion of the State Health Departmetn revealed cadmium poisoning.

Part of the problem, the Division of Occupational Health says, is that there are few requirements for labeling of hazardous industrial materials. In the case of the silver solder used in Utah, there was only a 1¼ x 2" loose tag which said: "Contains cadmium, emits dangerous fumes if overheated."

The Division of Occupational Health also stresses that all workers should tell their physicians what their jobs are and what types of materials they handle. Occupationally-caused illnesses and diseases can be easily overlooked if physicians do not have this vital information.

Unions Doing Better Job Today California Survey Reveals

MOST MEMBERS FEEL their union "is democratically managed and that the leadership is sensitive to their desires," the University of California's Institute of Industrial Relations discovered in a survey of union members' attitudes.

The study was conducted among East Bay, California union members at the request of the Alameda County (Oakland) AFL-CIO with the cooperation of the central body, its member locals and the staff of the East Bay Labor Journal.

The Survey, reported in the Labor Department's Monthly Labor Review, was undertaken because union leaders were concerned about the attitudes and opinions of members who seldom attend meetings of their locals.

"A large majority of union members feel that unions are responsible for job security, have improved living standards, and are doing a better job now than five years ago," the report said. "Those members who are more active in their unions are more strongly of these opinions than those who are less active, and older workers are also more strongly of these opinions than younger workers . . .

"Incidentally, those unions which have been most successful in obtaining economic benefits fell below average in the number of members indicating they felt their union was democratically managed."

Communication from the rank-and-file to the leadership appears to be no problem, the study suggested, but many members "indicated they do not know what is going on in their union." The uncertainty of leaders about the effectiveness of communication downward was one of the factors sparking the survey.

The researchers sent questionnaires to 2,139 members of 16 locals chosen from three groups ranked according to size. The results are based on two mailings. Slightly more than one-third of those in the sample replied, and a third mailing was sent to members of 11 locals who had not replied.

The returns showed:

- Older members attend union meetings most frequently, and the oldest attend twice as regularly as the youngest.
- Members with less education attend more often than those with more schooling, "but the differences between the lowest and highest groups are not very great."
- Those who go to meetings most often feel the membership is better informed about what is going on in the union than those who attend less frequently. A breakdown of the replies showed that 27.2 percent felt all members are "very well informed," 28.6 percent held that "over half are well informed," 36.8 percent said "only a few are well informed" and 7.4 percent held that the leadership alone knows what's going on.
- Despite the concern of the leadership and the added fact that the Oakland area has been designated as "depressed," 48 percent of those who replied felt their jobs were not in any danger from automation, and another 24 percent "never really thought about it." Twenty-one percent felt their's were imperiled, and that their union "will probably not be able to protect" them. Seven percent felt the danger was there, but that their unions will protect them "adequately."

Other Issues Secondary

"The general conclusion might be drawn from the survey that members interest and support on a specific issue declines as the issue gets more abstract or further removed from the place of work," the report said.

"There seems to be a firm relation between what members want and what the leadership does in the 'bread-and-butter' areas, but on other issues—automation, support of candidates friendly to labor, and the like—much of the membership either does not understand or does not sympathize with the positions of the union and its leadership. On the other hand, those members who are more active in their unions—as measured by reported meetings attendance—are generally in accord with the union and its leadership on the broader issues."

On the "other issues," the survey disclosed:

- Most members, despite favorable attitudes toward unions generally and toward accomplishment in specific areas, feel dues are too high; those unhappy over their union's achievements in "bread-and-butter" areas "are in general more willing to have their dues raised."
- Most respondents must be "strongly motivated" before striking, with the more active members generally more willing to walk out under various hypothetical conditions than the less active.
- Half of those who replied felt unions have "just the right amount of power in society"; the rest are evenly divided between those who feel unions have too much power and those who think they haven't enough.
- Most members support union political activity and vote for endorsed candidates, but the returns "reflect considerable diversity" on political and social issues, and "only a very small fraction" reported participation in COPE.
- Many members, despite the policies of the AFL-CIO and most international unions, "continue to reflect community prejudices against Negroes."

"Those individuals who are active in their unions and those who have a stronger attachment to unionism," the report said, "are much less prejudiced than those who are not as active and those who are less sympathetic toward unionism."

HENRY by John J. Liney Jr.

Live A Little Longer

Ounce of Prevention

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

I'D LIKE TO KNOW HOW many people go to their doctor for an occasional check-up, even when they are feeling O.K.? We call these health examinations. Every time I get a chance I ask this question.

Yesterday I asked a taxi driver, who is married and has 5 children. He replied, "I have a family doctor but I never go to him unless I feel sick or have some sort of pain." Why, I asked. "Because it costs too much."

"Would you like an occasional examination, maybe every couple of years, to find out whether you are in good health?" Yes, he would but his mother went to a doctor once for such an examination and it cost her $25. He hasn't that kind of money.

There is the situation in a nut shell. It's the answer I get again and again. When you haven't enough money for many things that are real necessities in a family, you think twice before you buy something you are not sure you need at the moment.

There are two sides about periodic health examinations. One side says I'd rather leave well enough alone and only go to my doctor when I think something may be wrong or I hurt so badly I can't work.

The other side believes in prevention, a stitch-in-time sort of program. They've found it pays to have a car checked over to make sure everything is all right. Why not do the same thing with the human machine, the most wonderful one in the world. A bit of readjustment now and then is beneficial.

Such occasional examinations, noting loss or gain of body weight, change of posture or gait, quality of muscle tone, especially of the heart muscle, blood pressure, lung capacity, pulse rate after exertion, hearing, the throat, examination of vision and inner eye structures, enable the examiner to judge trends and make recommendations.

Skin texture and color, nerve reactions, presence of tumors and microscopic bleeding within can be noted. Unusual symptoms and irregularities of certain habits points to unfavorable changes and possibly early trouble. Such checking helps to prevent later problems. Having check-ups of such body functions as listed above is good protection in preserving health and preventing future unnecessary breakdowns.

I hope the day may come, and I believe it will, when through more efficient methods, with the aid of new electronic developments, most of these tests can be made quickly and at less cost. Already in a few places such rapid screening of one's health is being tried out. Some of these days I hope to be telling you more about it. It may open up a whole new opportunity for better health maintenance. But the real responsibility is yours.

I wish some of you who read this would feel disposed to write me your thoughts on this question of going to the doctor for a health examination. Why do you go to your doctor? Does it seem sensible to go periodically before something happens? Do you believe in trying to prevent sickness? This is a subject that people ought to understand and think about. I hope to hear from you.

High Speed Rail Transportation Subject of Two-Year Study

The U.S. Department of Commerce today announced that Melpar, Inc., of Falls Church, Virginia, a subsidiary of Westinghouse Air Brake Company (WABCO), has been selected to conduct a two-year research and development program in the field of high speed railroad transportation.

The project will apply to high speed rail travel the techniques in instrumentation, measurement, evaluation and simulation employed in the development of other high speed systems such as aircraft and missiles.

It will examine thoroughly the dynamic behavior of high speed trains, the motions, vibrations and shocks imposed on the vehicles and the inter-play of these with the road bed to assure fast, convenient, comfortable and safe travel at new peaks of speed.

Final arrangements on the contract with Melpar still are being negotiated, but the project, involving a series of scientific studies in the field and in the laboratories, is expected to cost in the neighborhood of $1 million.

Under Secretary of Commerce for Transportation Alan S. Boyd said some work in this field has been done in connection with the San Francisco Bay Area Rapid Transit program and on Japan's 125-mile-an-hour Tokaido rail line.

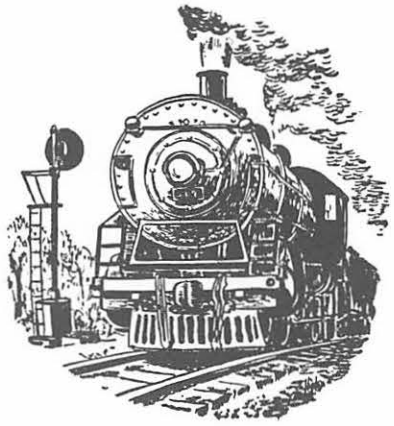
"But no one has gone into this subject as thoroughly as this study contemplates," he added. "These trains of the future must provide smoother and safer rides at such high speeds."

The need for this kind of study has existed for years, Mr. Boyd added, but it was not possible to perform the task until the advent of modern instrumentation, data gathering systems, high speed computers and the mathematical techniques for handling such complex and dynamic systems.

The research project is a part of the $90 million High Speed Ground Transportation Research and Development Act authorized last session by the Congress.

Under this, the Department of Commerce has ordered four test cars from Budd Company's Railway Division, Philadelphia, Pennsylvania. These are scheduled for delivery in mid-1966, and will be instrumented by Melpar for extensive testing. The tests will be conducted on the Pennsylvania Railroad's tracks. A 20-mile stretch of track between New Brunswick and Trenton, New Jersey, is considered ideal for high speed runs.

The Department of Commerce also has scheduled demonstration projects, expected to get underway late this year, which will test public reaction to faster, improved and more frequent rail passenger service. The demonstrations will be



conducted on the Pennsylvania Railroad between Washington and New York, and on the New York, New Haven and Hartford Railroad between Providence, Rhode Island and Boston, Massachusetts.

The contract tasks will be performed by Melpar's Transportation Systems Center, managed by Mr. Blanchard D. Smith.

Mr. Smith is the principal designer of the Westinghouse Air Brake automatic control equipment that has been successfully demonstrated in the San Francisco Bay Area Rapid Transit District (BART) demonstration program. This equipment controls train speeds automatically and station stops to a precision of approximately one foot.

Reporting to Dr. Paul E. Ritt, Vice President for Research and Engineering, Melpar's Transportation Systems Center combines electronic and mechanical research and engineering with advanced concepts and techniques in data handling, mathematics, and simulation to evolve improved rapid transit systems and controls.

Travelers-Health & Welfare

Improvements in Health and Welfare Benefits For Retired and Furloughed Employes

MANY RETIRED AND furloughed railroaders and their dependents aged 65 and over will have broader hospital-surgical-medical coverage, as a result of revisions in Group Policy GA-23111.

The revisions, recently negotiated by the "non-operating" unions with the Travelers Insurance Co., will go into effect July 1, when Medicare becomes operative, and will augment the benefits to be available for these elderly persons under the basic Medicare act and the optional Supplemental Medical Benefits program.

Those enrolled for coverage under Group Policy GA-23111 now have an opportunity for three-way protection:

- Under Medicare, these retired and furloughed rail employes and their spouses aged 65 and over will receive without cost, certain hospital and post-hospital care benefits.
- If they are signed up for the supplemental medical benefits, they will have much of their surgical and medical costs covered.
- Under Group Policy GA-23111, various additional benefits will be available, including coverage of those costs not taken care of under either Medicare or the Supplemental Medical Benefits program.

Here is a summary of what GA-23111 will provide on and after July 1. 1966 for those who are covered by the program:

- The amount of hospital charges but not in excess of $40 for the first 60 days of confinement (under Medicare, the first $40 of charges must be paid by the individual.)
- Ten dollars for each day of hospital confinement from the 61st through the 90th day (under Medicare the individual is required to pay this $10 per day during the 30-day period specified.)
- The amount of hospital charges for room and board for semi-private accommodations, but not to exceed $30 per day, from the 91st through the 120th day of confinement (Medicare provides no hospital benefits after the 90th day.)
- Surgical expense benefits in accordance with the attached schedule—maximum $50—during one period of disability (under Medicare the individual is required to pay the first $50 of medical expense.)
- A major medical expense benefit with a $5,000 lifetime maximum which pays 75 percent (50 percent with respect to mental and nervous disorders) of reasonable charges incurred for treatment of bodily injury or sickness after you have paid $100 in a calendar year for "covered expenses" which are not provided for under the Government's Medicare program or under the items above. A summary of covered expenses is shown below.

For individuals age 65 or over enrolled under Group Policy GA-23111 prior to July 1, 1966, no new enrollment is necessary. The required monthly payment for each individual covered under the revised plan will be $6 as in the past.

There will be no change in the insurance benefits provided for individuals under age 65 and such

individuals may continue their present benefits by continued payment of the same monthly payments.

Summary of Covered Expenses Under Major Medical

The covered expense referred to above are those reasonable expenses listed here which are necessarily incurred because of therapeutic treatment of a bodily injury or sickness (pregnancy, certain dental work and cosmetic surgery are excluded).

1. Hospital charges for services and supplies rendered during hospital confinement—except that with respect to one period of hospital confinement the following expenses shall not be considered as covered expenses:

- charges incurred during the first 90 days,
- board and room charges incurred on each day from the 90th through the 120th day,
- board and room charges incurred after the 120th day which are in excess of the hospital's daily rate for semi-private accommodations.

2. Charges made by a licensed physician for professional services.

3. Charges made by a trained nurse for professional services.

4. Charges for the following services and supplies certified by a licensed physician:

- drugs and medicines obtained upon prescription of a licensed physician,
- anesthetics and their administration,
- diagnostic x-ray and laboratory examinations,
- x-ray, radon, radium and radioactive isotopes therapy,
- oxygen and its administration,
- rental of wheelchair, hospital bed, iron lung and other durable equipment,
- artificial limbs and artificial eyes,
- charges for transportation in an ambulance to and from a hospital.

Successive hospital confinements shall be considered as one period of hospital confinement except that a new period of hospital confinement shall commence following a period of 60 consecutive days during which the covered individual is not confined as an in-patient in a hospital, or in an extended care facility as defined in Medicare.

'Little Evidence' Found Of Manpower Shortage

While "there is little evidence of general shortage" of manpower at present, a long-range solution to tightening labor supplies lies in the greater utilization of employed workers, according to a Labor Dept. report.

The report, "The Unemployed in a Tightening Labor Market," was included in the department's detailed job report for February. It said there are indications of developing labor stringencies in a few industries and areas, but no general shortage.

The report which described the characteristics of the unemployed in February 1966, emphasized the need for greater efforts to match the unemployed with available jobs. It pointed to evidence of workers being upgraded from unskilled to semi-skilled jobs and said this was the most practical way of meeting potential labor shortages.

Labor Secretary W. Willard Wirtz, in a separate development, declared it was "cockeyed" to worry that the jobless rate was getting too low.

Wirtz said the decline of the rate to 3.7 percent in February contributed to a tighter manpower situation. But, he added, proper training could meet that problem. He expressed the view that full employment would not be reached until the rate fell to "about 2.5 percent."

The Labor Department report made these key points:

- The unemployed are not without skills or significant work experience. Some 2.6 million jobless were seeking full-time work in February and all but 200,000 could show previous full-time job experience.
- Very few of the unemployed in the present tightening market are "hard-core" or inemployable. This is indicated by the sharp decline in the proportion of long-term unemployed.
- About a third of the unemployed are adult men seeking full time work, aside from those on seasonal layoff.
- Additional sources of labor will come from new entrants into the work force. The labor force will rise by 1.6 million over the year, about 300,000 more than expected. These 300,000 will be made up mainly of women and teenagers drawn into the labor force by abundant job opportunities.

Goodyear Develops New Joint Bushing

A recent device developed for railroad use weighs a couple of ounces, is so small that a half-dozen will fit in the palm of your hand and so efficient that it will save thousands of dollars a year by preventing signal circuit breakdowns and disrupted train schedules, the manufacturer claims.

The prize, a newly developed synthetic rubber bushing has so captured the fancy of railroad men that by the end of 1966 hundreds of thousands will be in use.

The bushing all but eliminated the breakdown of insulated joints and the interruption of track circuits at these locations.

The bushing, developed by engineers in The Goodyear Tire & Rubber Company's Industrial Products Division replaces the fiber bushing used on insulated rail joints.

The Santa Fe recently conducted tension tests on both fiber and Neothane bushing at its Newton, Kansas, shops.

An insulated joint was placed on a rail puller-extender—a device that uses hydraulic rams to open an abnormal gap between two rails fastened end-to-end.

The Neothane bushing withstood 56 tons of tension as the rail joint was pulled apart from a gap of 3/8th of an inch to one of 1 9/16 inches.

Exposed to the same test, the fiber bushing fractured and crumbled at 40 tons of tension.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77002

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
77004
Tel. CA 2-2268

Kansas City, Mo. 64105. Frank X. Mattes, Suite 1420, Commerce Tower, 9th and Main Street
Tel. HA 1-5411 and HA 1-2973

Los Angeles, Calif. 90013. Clifton Hildebrand, 408 S. Spring St., Suite 205
Tel. MAdison 9-2214

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, Box 2398,
Carlton House Hotel

St. Louis, Mo. 63101. Frank X. Mattes, 611 Olive St., Suite 1814
Tel. MAine 1-6992

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 N.B.C. Bldg.

Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

Sherman Oaks, Calif. 94103 John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. W. W. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. John C. Frank, 1217 Union National Bldg.
Tel. AMherst 4-0346

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Great Northern

WHITEFISH, MONT. (154). A Committee meeting was held at Fargo, N. Dak. on Jan. 21. Those present were: General Chairman Lyle Gee; Local Chairmen: Charles Cruickshank, Adrian Buckland, Robert Richardson, Robert Petersen; and Financial Secretary Darrel Dowdell.

Affairs of the Local were discussed, with emphasis on claims under the Job Stabilization Agreement.

On the evening of Jan 21 an open meeting was held with Local members present. Brother Richardson presided. Members present were: Lyle Vanetta, maintainer, Kindred, N.D.; G. A. McConn, maintainer, Wolverton, Minn.; Miles Tate, maintainer, Hillsboro, N.D.; M. J. Wolla, Testman, Moorhead, Minn.; Art Neset, maintainer, Argusville, N.D.; Donald Ludwig, signalman, Fargo, N. D.; Dennis Kent, maintainer, Crookston, Minn.; John Rusten, asst. maintainer, Fargo, N.D.; J. H. Sheridan, maintainer, Wahpeton, Minn.; Al Welle, maintainer, Nolan, N.D.; Bob Dau, maintainer, Casselton, N. D.; Durren Unger, maintainer, Larimore, N.D. All of the officers attended this meeting.

Gang 16, Central district, has been moving signals around Harlem and Zurich, Mont. and also replacing a.c. wires around Wolf Point, Mont. They also have been making other repairs to signals and were stationed at Wolf Point on Jan. 31.

Gang 19, Central District, has been located at Essex, Mont. for the past month, making repairs to slide fences, and renewing some cable damaged last year in the Flood.

General Chairman Gee has informed us that all claims filed under the Job Stabilization Agreement have been settled. He and Local Chairman Petersen met with Company officers at St. Paul recently and settled these claims.

Walter Watson, from the East end, has elected to remain on the Central District.

On January 28 a social hour and banquet was held in honor of Fred Maxwell, Signal Supervisor, Spokane, Wash., who was retiring on Feb. 1 after completing 42 years of service with the G.N. signal department. This affair was held at the Couer d Alene Hotel, Spokane. Employes and officials from as far away as Seattle, Wash., and St. Paul, Minn. journeyed to Spokane for the affair. Signal Engineer R. A. Johnson, Signal Supervisors Frank Murphy, Dave Rodin, and Archie Taylor attended. Also attending from Vancouver, B. C. were Maxwell's brother, sister-in-law, and niece.

The following gifts were presented: a Polaroid camera, flash attachment, film, and a ten inch radial arm power saw to Fred. To Mrs. Maxwell: A beautiful corsage, rhinestone pin, matching earrings, and the guest book.

Maxwell started service as a signalman's helper at Vancouver, B.C. on Oct. 6, 1923, and worked through all of the classes of service until appointed assistant supervisor on April 2, 1954. We wish Fred, and his gracious wife, Margaret, a long, and happy retirement.

Arche Taylor, signal supervisor, Whitefish, Mont. was transferred to Spokane. Clinton Berg, signal foreman, Everett, Wash., has been promoted to signal supervisor at Whitefish.

A circular letter put out by General Chairman Gee, gives particulars of the St. Paul meeting, and other affairs of the Local. In this letter, General Chairman Gee announced his retirement effective the last of May. Robert Richardson, chief signalman, will take over the reins until elections next fall. Adrian Buckland

Fred Maxwell, center, was honored on his retirement at a banquet and social hour. He is shown with Mrs. Maxwell as Superintendent Cruickshank presented gifts.

P.R.R.—P.R.S.L.

MAGNOLIA, N. J. (58). Our regular meeting was held at Hammonton, N. J. on Wednesday, March 9. We had a very good turnout although our Atlantic District Brothers had to work because of the General Order providing the installation at Center Tower.

Some changes will be made in sections on the Penna. Reading Seashore Lines some time next month.

Your new chairman, J. L. Nack, read some claims and letters that were received during the month. An election will be held in April to select a new secretary to fill the vacancy created when Brother Nack accepted the job as Chairman. Brother Nack has been secretary for 14 years, since 1952.

Brother Gilbert has done a fine job since he became Treasurer. Some of our Brothers think these positions are easy. I know one cannot please everyone but please give your officers a break and help them all you can.

Please write up all claims and sign them and send them to your Chairman who will process them. Pay your dues promptly—no later than the first pay day of the first month of each Quarter.

Retired Brother R. Newman attended this meeting. Also in attendance were Brothers Coho, Reed, Inman, Gilbert, Capone, Kendall, McCormick, and R. Schwartz. We were all glad to see Brother Newman and would like to see some of our other retired members. Stop in on the second Wednesday of the month and visit some of the new men and your friends that you worked with.

J. L. Nack

Burlington

ASHLAND, NEB. (119). On February 12 a regular meeting of our Local was held at the Hotel Lincoln in Lincoln, Nebraska. The meeting was in session from 9 a.m. until 1 p.m.

Brothers J. D. Richards, general chairman; H. R. Neihart, general secretary-treasurer; M. V. Shepherd; D. L. Zeller; W. A. Burback; M. R. Jentoft; D. D. Phillips, local chairman-Lines East; J. M. Johnson; W. W. Lauer, local chairman-Construction-Lines West; V. I. Deminski, local chairman-McCook Division; L. J. Stromer-local chairman-Lincoln-Omaha-Wymore Divisions; P. G. Kahler, local chairman-Alliance-Casper-Sheridan Divisions; L. B. Guild, retired; R. L. Hester; and G. I. Peirce were present at this meeting.

Brother L. B. Guild is 81 years young and attends nearly all of our Lincoln meetings. Brother Guild is in good health and enjoys the many successful accomplishments of our Brotherhood which were myths back in 1919 when our Local took roots.

Brother Zeller traveled all the way from Casper, Wyoming, approximately 1400 miles, round trip, to attend this meeting. Brother M. R. Jentoft, Red Oak, Iowa, who has been unable to make it to our meetings for some time, was present and we hope to see him often in the future.

Whether you attend one or all of our union meetings, we are pleased when you can be present and assist in taking care of the Local's business.

Brothers D. D. Phillips and J. D. Richards reported on their two day attendance at the "Information Conference" held by the U. S. Railroad Retirement Board. These discussions were very well presented and concerned the 1966 Railroad Retirement tax and medicare in many of its phases. After the report many questions were answered by the Brothers. We want to thank them for their splendid presentation.

During 1965 three regular meetings were held in Lincoln, two in Hastings, Nebraska, and one in McCook, Nebraska. The average attendance at each meeting was 12. Brothers J. D. Richards and G. I. Peirce attended all meetings. Brothers Deminski and Stromer missed only one meeting. Brothers M. V. Shephers and R. L. Hester missed only two. Brother H. R. Neihart, general secretary-treasurer, from Local 103 attended two of our meetings.

A large number of our young men are serving in various branches of military services. We are always glad to have them return to their jobs after serving Uncle Sam.

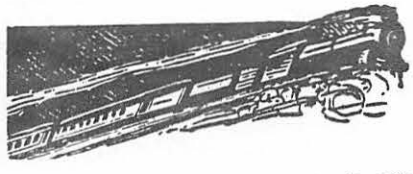
Our dues are $17 a quarter. They are divided as follows: Grand Lodge receives $9; General Grievance Committee receives $5; and our Local receives $3.

During our April 9 regular meeting at Hastings, Nebraska some changes in our By-Laws will be proposed. We hope you will be there to participate in these important activities of our Local. G. I. Peirce

Santa Fe

MC PHERSON, KAN. (33). Our most recent meeting was held in the Masonic Hall at Emporia, Kan. on March 6. Chief Signalman C. M. Roberts, all Local Chairmen, and General Chairman W. H. Lewis participated actively in discussions. We would like to commend our officers for their contribution to the meeting.

I don't recall when we ever had greater attendance at a meeting, at my last count there were more than 40 persons present. We had a very good lesson in democracy as there was only one item of business handled in 4 hours of deliberation. A few of our members who attend about one meeting a year, decided to filibuster with complaints and proposals that should have been handled with their Local Chairman. One proposal was that the Local Chairman should visit members once a month. There was no proposal that members should attend the regular meetings. These men are always complaining about their dues but they will not attend meetings regularly. If they would attend they would know that some of the issues that they insisted on talking about have come up before and are in the process of being handled.



It appears that our more dependable and competent members had better get off their seats and come to the meetings regularly.

Brothers Slim Walthon and Pug Tanner attended as visitors but as the filibuster was so effective we didn't get to say hello or let them speak. I do apologize to them for the Local, if I may.

There have been some complaints regarding this column. I want to remind you all that I do this on my own time and am not compensated for it, however, elections will soon be held and the membership is free to vote on all officers including the correspondent.

Our next meeting is to be held at 10 a.m., May 7, in Newton, Kan.

M. E. Craft

Missouri Pacific

SEDALIA, MISSOURI (72). Our regular Little Rock, Ark. meeting held at the Ironworkers Hall on March 12 was called to order by Chief Signalman C. W. Fleming and was opened with prayer at 12:15p.m.

The minutes of the previous meeting were read and approved.

Several grievances were discussed. Subjects included vacations, safety hats, telephones in trailers, rail test cars operating on Saturdays, and working conditions at the Little Rock retarder yards.

It was learned that Brother Clarence Dawson's trailer home was completely destroyed by fire and contributions were made to a fund to help him at this time. Contributions will be accepted at our Kansas City and St. Louis meetings. Others wishing to contribute to this worthy cause may send their donations to Brother V.E. Hansbrough or G.W. Holmes.

The subject of a referendum election of our General Chairman was offered for discussion by the Chief Signalman. During the discussion it was pointed out that before such action could be taken it would be necessary to amend the by-laws of the Local and the General Committee. A motion was made and passed that elections be held in accordance with the provisions of our present by-laws and that no action be taken to amend the by-laws at this time.

The meeting adjourned at 3:15 p.m. There were 18 members and three officers present. G. W. Holmes

Pennsylvania

BELLWOOD, PA. (1). Our regular monthly meeting held in Huntingdon, Pa. was opened with a prayer delivered by Brother R. Mohr and the minutes of the last meeting were read and approved.

On report of grievances, Brother R. A. Myers advised that a meeting was held with the supervision on the first of the month to discuss pending claims. Brother Myers reported that our cable "splicing" claim was brought to a satisfactory conclusion. Brother D. H. Kennedy's roster claim was discussed on February 11 in Philadelphia.

Brother Myers read a letter regarding a change in the Verona shops. Also, our 1966 roster was discussed.

A report on meetings held with Personnel and C&S offices on gang maintenance was presented by Brother Myers.

Our committee reported that J. P. McElhaney reported back to work on the 21st of February after being off work because of illness.

Brother H. R. Davis read a letter from Grand Lodge concerning election of officers for the next term.

A motion was made and passed to hold our next meeting on March 25 in Altoona, Pa. All members will be notified by the Secretary.

Chief Signalman J. C. Brulia appointed R. F. Mohr chairman of our resolution committee.

C. D. McClellan

B&O-SIRT-WM

CONNELLSVILLE, PA (31). A meeting of our Local on the Western Maryland Railway was held at the YMCA in Hagerstown, Maryland on February 26 by Local Chairman P. B. Bradfield. There were 17 members present. We believe attendance was somewhat curtailed because of the snowstorm on the west end in the area of Cumberland. This apparently prevented some members from attending.

General Chairman H. C. Guscott and Vice Chairman G. A. DeLozier were present.

The status of the ICC Application of the C&O-B&O have been concluded in Washington and the matter will be decided by the full commission sometime during 1966.

The new provisions of the Railroad Retirement Act pertaining to the raise in the base for deductions and dual benefits for retired employes' wives, and Medicare were discussed.

Our regular meeting held February 27 at the New Howard Hotel in Baltimore, Maryland was chaired by General Chairman H. C. Guscott in the absence of Chief Signalman B. L. Cowgill. It was noted that we are not having the attendance at our meetings that we should, and would like to have. Come on fellows, turn out and let us have a strong Local.

There were several important items discussed and appropriate action taken on them.

All local chairmen on B&O-SIRT-WM have been provided with a list of protected employes and their rates under the February 7, 1965 Agreement. Members who are in doubt about their status or rate should contact either their local chairman or the General Chairman for information.

VERSATILE

LIGHT WEIGHT

ONE MAN DOLLY

Our aluminum pack horse weighs only 40 lbs., but has a big 1000 lbs. capacity. It is easily assembled without the use of tools. It can be pushed from either end and has an insulated outrigger wheel for added safety and utility.

THE RACO GROUP

Office and Plant
TRANSPORT PRODUCTS CO.
7615 National Turnpike, Fairdale, Ky.
(Area Code 502) 774-5711

Main Office and Plant
RAILROAD ACCESSORIES CORP.
5 Tenakill Park, Cresskill, N.J.
Area Code 201) 568-4600

Office and Plant
GRISWOLD SIGNAL CO.
700 Plymouth Ave., Minneapolis 11, Minn.
(Area Code 612) 522 6639

Local Chairman P. B. Bradfield has a list of Western Maryland employes and their rates. Should these employes have questions regarding their status, they should contact Brother Bradfield.

Leading Signal Maintainer G. W. Wolfe of the Baltimore West End Seniority District is off duty due to a spinal operation. We hope that this is not too serious a condition and he will return to duty shortly.

Buffalo Division: Brother Leo Jones' gang is working at Du Bois, Pa. installing crossing protection and repairing line wire in that area.

A meeting of Western Maryland members will be held at the Fort Cumberland Hotel on April 23 at 9:30 a.m.

Mr. W. B. Sproul, signal inspector, Pittsburgh east end, retired January 31. We wish him a long and happy retirement. Have fun, Bill.

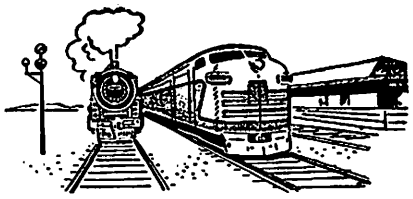
An election of Local officers will be held in Clarksburg, W. Va. on Oct. 8 at the Gore Hotel, Pike Street, 12:15 p.m. Dale Leonard

Canadian National

ST. LAURENT, QUE. (118). Our regular meeting was held February 4 at the usual place, the Queen's Hotel, in Montreal, and this was poorly attended. We were honored to have Grand Lodge Representative Harold Stockdale in attendance. He answered some important questions and participated in open discussions on various subjects, pending claims, and grievances.

It is with sadness that we report the death of Brother Rene Lussier in February. An obituary for Brother Lussier appears in the Obituary section of this issue.

It was decided that our triennial election of officers and committeemen will be held at the Queen's Hotel in Montreal on June 3. Please attend because this election must be by secret ballot. C. G. Richard



Obituary

Harry Cooper, retired member of Local 55, Wabash Railroad, passed away recently. He was 84.

Brother Cooper was a charter member of our Local and the first general chairman, which office he held for many years. He helped to frame the first agreement in 1921. He began his railroad career with the Wabash in 1900 and retired in August, 1955.

The officers and members of Local 55 extend deepest sympathy to his widow and other surviving members of his family. C. W. Green

Edward E. Vadnais, member of Local 9, Chicago & North Western Railroad, passed away February 12. He was 57.

Brother Ed began his signal career in April of 1935 and had been a long time Brotherhood member. He worked various positions before being appointed District Signal Foreman with headquarters at Milwaukee, Wis., in August of 1950. He had become ill and was off work since December 1965, returning briefly for a couple of days just prior to his death.

The officers and members of Local 9 extend deepest sympathy to his widow and other surviving members of his family. A. E. Nenn

Harold H. Hubbard, member of Local 21, Kansas City Terminal Ry. Co., passed away March 8, 1966 after a brief illness.

He was working as a testman at the time of his death.

Brother Hubbard is survived by his widow and one son to whom the officers and members of Local 21 extend deepest sympathy.

H. E. Nixon

Harry A. Linkous, retired member of Local 77, Norfolk and Western Railway, passed away recently. He was 75.

Brother Linkous was signal maintainer at Marion, Va. on the Radford Division at the time of his retirement. He had been a member of our Brotherhood since August 1, 1926 and had served as Local Chairman.

The officers and members of our Local extend deepest sympathy to his widow and other surviving members of his family. V.J. Sartini

Exra G. Simmons, retired member of Local 77, Norfolk and Western Railway, passed away February 5 at his home in Radford, Virginia. He was 70.

Brother Simmons was a signalman in the Signal Repair Shop and Reclamation Plant in Roanoke, Va. at the time of his retirement and has been a faithful member of our Brotherhood since February 2, 1926.

The officers and members of our Local extend deepest sympathy to the surviving members of his family.

V.J. Sartini

Halley M. Doss, member of Local 77, Norfolk and Western Railway, passed away January 29. He was 63.

Brother Doss was a signlaman in the Signal Repair Shop and Reclamation Plant at the time of his death and had been a faithful member of our Brotherhood since April 18, 1930.

The officers and members of Local 77 extend deepest sympathy to his widow and other surviving members of his family. V. J. Sartini

J. A. Sandridge, member of Missouri Pacific Local 72, passed away February 14 after suffering a fatal heart attack.

Brother Sandridge was signal maintainer at Gurdon, Arkansas at the time of his death. He began his signaling career with the Mo. Pac. as a signalman on September 29, 1928 and has been a member of our Brotherhood for many years.

G.W. Holmes

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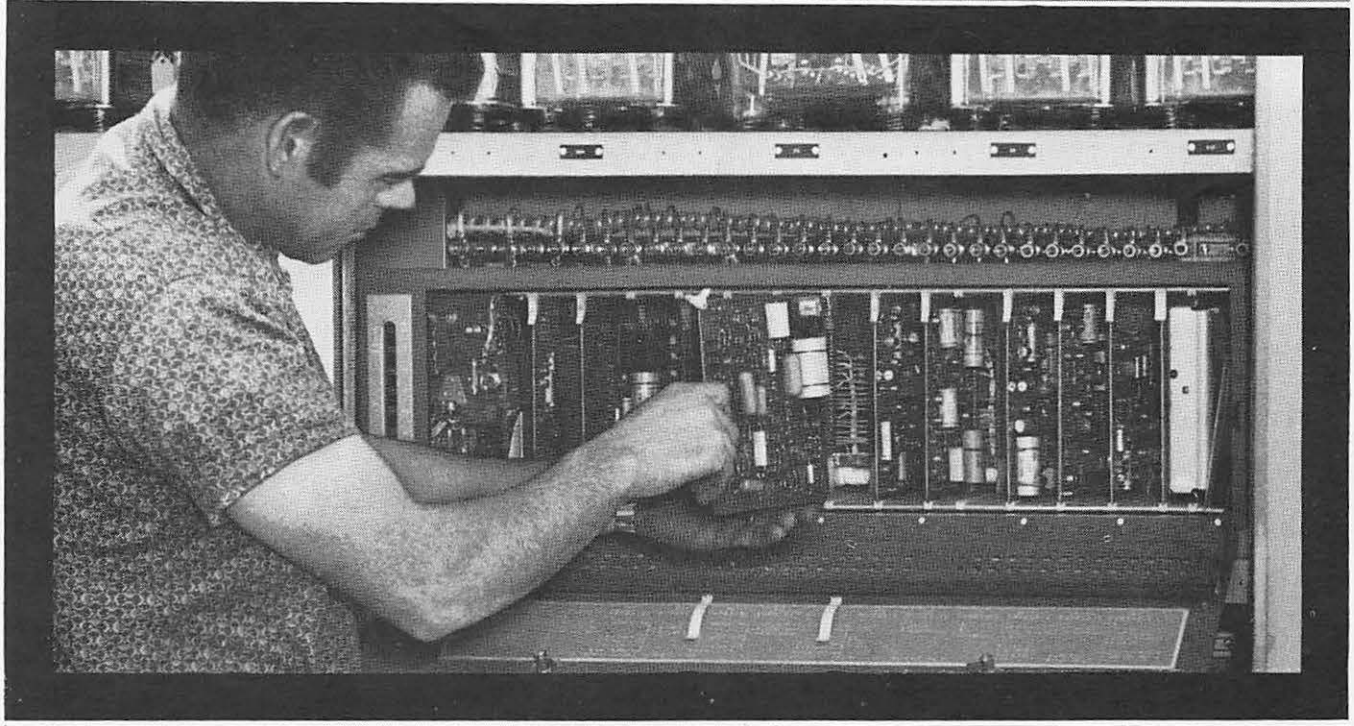

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For complete details on how the GCP cuts operation and maintenance costs, write or call your Marquardt representative today.

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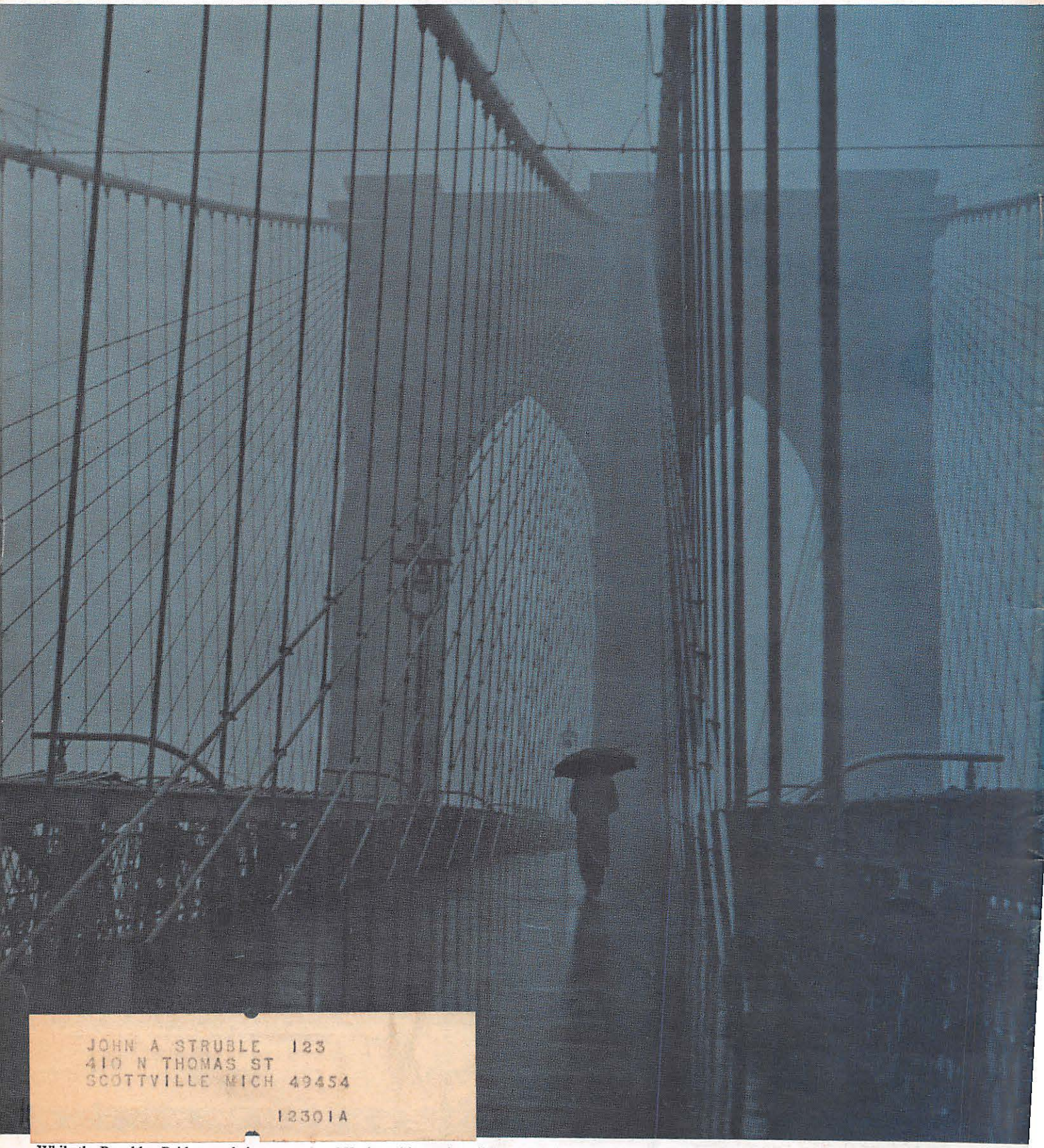

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THE Signalman's JOURNAL

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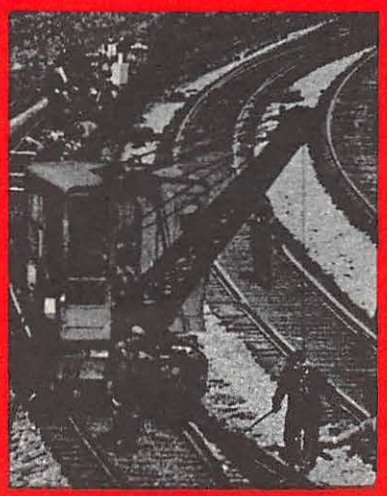
Notice to Carriers

Improvements Requested for members of participating Brotherhoods:

- *Initial Wage Increase*
- *Improvement Factor Wave Increases*
- *Cost of Living Adjustment*
- *Increases on Overtime Rates*
- *Longevity Pay*
- *Improvements in Vacation Agreement*
- *Additional Paid Holidays*
- *Travel Time and Expenses for Employes Required to Work Away From Their Home Station*



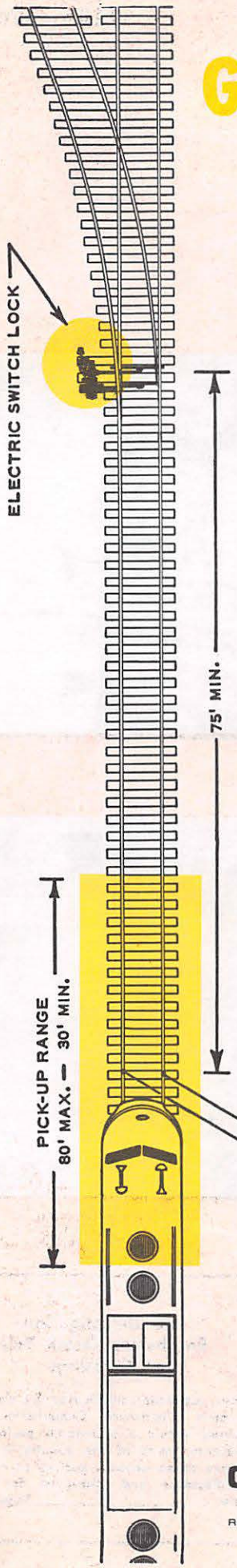
Legal Strikes The Observance of Picket Lines

President Jesse Clark explains the rights of workers to protest and strike when necessary. He also explains the position of our Brotherhood regard-position of our Brotherhood regarding crafts. Page 116

ICC Investigation Emphasize Death Toll at Crossings

Four accidents investigated by the Interstate Commerce Commission occurred within a one-month period in different parts of the country is evidence of an obvious pattern of driver carelessness and disregard for the law. Page 123

GRS OVERLAY TRACK CIRCUIT
for switch lock release



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OTC works directly from 9-12 volt battery—uses battery-saving transistors. Battery drain does not exceed 40 ma. standby, 200 ma. under shunt.

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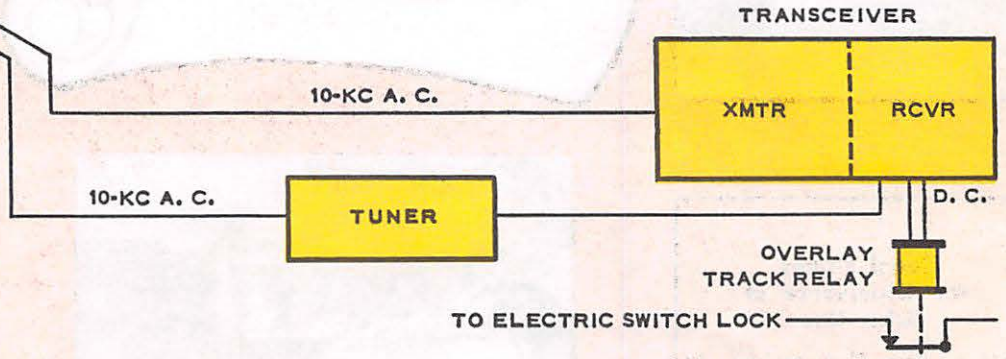

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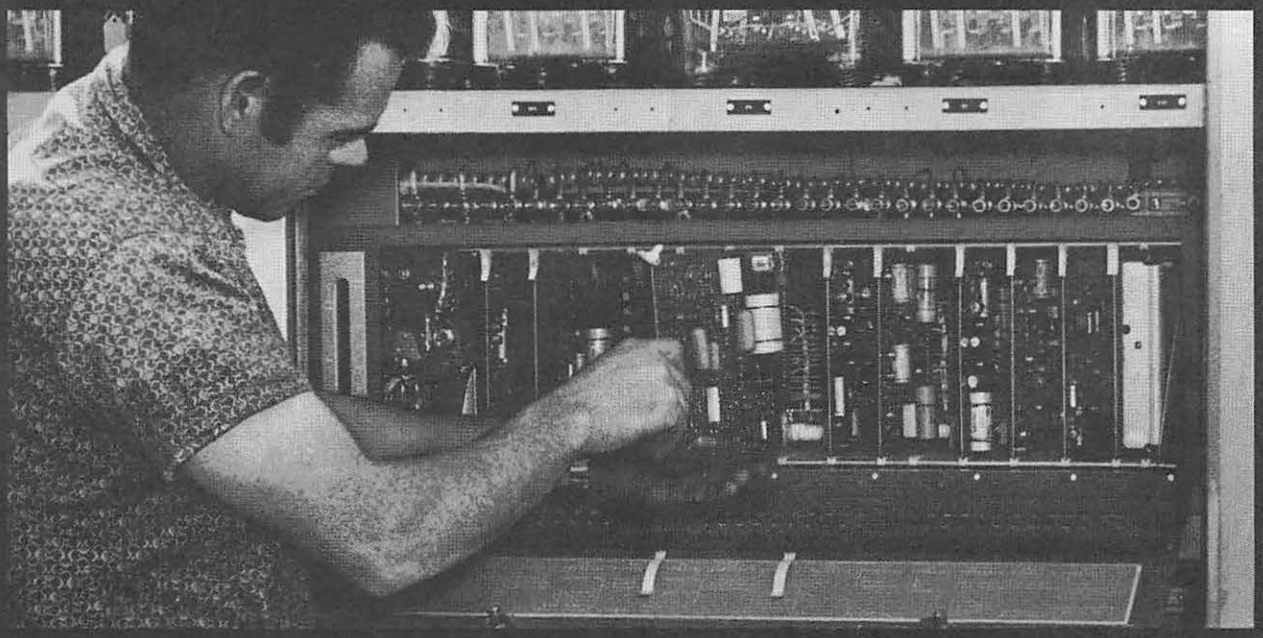

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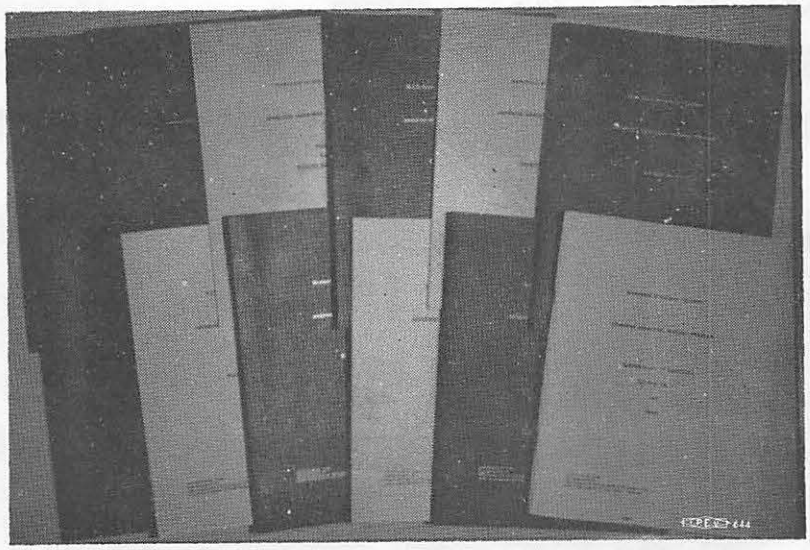

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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

E. L. Abbott, Editor and Manager
2247 Lawrence Ave., Chicago, Ill. 60625

MAY, 1966

Vol. 47, No. 5

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Legal Strikes

The Observance of Picket Lines

By President Jesse Clark

THE AGE-OLD QUESTION OF THE RIGHT of workers to protest and to endeavor to improve their economic position or to improve their wages and conditions of employment is ever present.

Such rights have been upheld on many occasions by our civil courts, including the Supreme Court of the United States. It has been determined that to legally exercise this economic pressure is a Constitutional right intended by the framers of the Constitution.

Strikes are not pleasant and generally everyone involved loses. The public is denied goods and services; employers are denied production and profits; and workers are denied employment and the opportunity to earn a living during the interruption.

Intelligent union leadership seldom resorts to drastic action unless compelled to do so to protect the interests of their membership or to gain their fair share of what is produced. Such action, however, does become necessary sometimes because of arrogant employers or to insure equal treatment. It may be conceded, however, that demands on both sides can be excessive and sometimes unreasonable, and it is recognized that men of good will do have differences of opinion. We hold that in such instances voluntary arbitration is the answer and that an economic war need not be declared.

Without judging the merits of any controversy or taking sides with either labor or management, we feel that when an impasse has been reached and it becomes necessary for the workers to take direct action by a legal strike called by their union or collective bargaining representatives, such action warrants our full support.

Because of the virtually controlled news media, it often becomes necessary for the workers to establish "picket lines" to inform the public of their just cause or to gain proper recognition or consideration of their problem. When this is done, we hold that such picket lines should be respected. It is the unequivocal position of the author of this article that any good trade unionist should be his brothers' keeper in such instances.

It comes to our attention, all too often, that some individuals contend that if no "picket" is in sight they are justified in going about their business as usual. Common sense should teach us that it is physically impossible to station pickets along the entire right-of-way in our industry. This being true, it has actually come to our attention where a non-observer would walk up the track to a point where a picket is not in sight or where he could not be seen and then proceed to his regular job. Those taking such despicable action should hang their heads in shame.

We concede, however, that in some instances workers may be misled by malicious falsehoods. They are often told by their boss or their employer that the strike is illegal or that it has been called off, that others have returned to work, and sometimes they are actually threatened with reprisals. In any such instances, we suggest you be sure by consulting your union representative before placing your reputation in jeopardy.

We are proud to point out that in America you are free to choose your own destiny. Regardless of our station in life or standing in the community, we can demand respect and live respected or choose otherwise.

Legally, you are free to make your own choice, and with this in mind several years ago the Grand Executive Council of our Brotherhood determined the following with respect to the observance of picket lines in the case of legal strikes not only by our Brotherhood but other authorized withdrawals from service by bona fide labor organizations.

"It is the policy of our Grand Executive Council that the observance of picket lines in the case of a legally authorized strike is the exercise of free speech under the American Constitution. In short, an employe is free to observe picket lines, depending on his own personal welfare or desires in the instance."

In view of this, we hold it is your moral responsibility to make your own determination as you must live with your own conscience and by your deeds be judged by your fellow men.

Wage and Rules Move, 1966

Five 'Non-Ops' Move for Wage Increase and Improvements in Fringe Benefits

IN A JOINT NATIONAL move with five other "Non-Operating" Railroad Unions, our Brotherhood this month served notices on the Nation's railroads for wage increases, increase in overtime rates, longevity pay, liberalized vacations, additional paid holidays, and improved holiday rules, and travel time and expense away from home.

Formal notices served on each carrier by our General Chairmen on May 10 asked that wage increases and improvements become effective on January 1, 1967.

The General Chairmen requested that conferences on the requests be held at the earliest practicable date but no later than June 9, 1966.

Organizations participating in the move are: Brotherhood of Railroad Signalmen; Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station employes; Brotherhood of Maintenance of Way Employes; Transportation-Communication Employees Union; and Hotel & Restaurant Employee's and Bartenders International Union.

It was pointed out to the carriers that in accordance with established procedure which has been followed for more than 20 years, and on the assumption that an agreement may not be reached in separate system conferences, "our organization has joined with other organizations serving a like notice upon you and other carrier managements, in the creation of an Employees' National Conference Committee, composed of the Chief Executives of the Cooperating Railway Labor Organizations."

In the event an agreement is not reached in separate system conferences, each carrier was requested to join with other carrier managements who received a like notice, in the creation of a Carriers' National Conference Committee, to negotiate the subject matter of this notice to a conclusion in accordance with the procedures of the Railway Labor Act.

Here is an outline of the benefits requested in notices served by the Brotherhoods on May 10:

WAGES

Adjustment of Straight Time Wage Rates:

• **Initial Wage Increases.** Increase all straight time rates of pay for employes covered by the agreement by an amount equal to 18 percent effective January 1, 1967.

• **Improvement Factor Wage Increases.** Increase all straight time rates of pay for employes covered by the agreement in an amount equal to 3½ percent of the rate in effect on July 1, 1967 and on July 1 of each year thereafter.

• **Cost of Living Adjustment.** Wage rates as established above shall be subject to a cost of living adjustment, effective on May 1, 1967 and each November 1 and May 1 thereafter. Such cost of living adjustment shall be in the amount of one cent an hour for each three tenths of a point change in the Consumer Price Index for the months of March and September respectively, above the base index figure for March 1966 except that it shall not operate to reduce wage rates below those established under the paragraphs above.

Increases on Overtime Rates

Effective January 1, 1967, time paid for in excess of 8 hours in a calendar day or in any other 24 hour period, or in excess of 40 hours or on more than five days in a work week, or on rest days, holidays or vacation days shall be considered overtime and shall be paid for at twice the straight-time rate, except that, where agreements now in effect require payment at twice the straight-time rate, the rate shall be increased to three times the straight-time rate. The payments required by this rule shall be in addition to the payments at straight-time rates required under rules now in effect as modified or supplemented in this request.

Longevity Pay

All employes covered by this agreement shall receive longevity pay of one cent an hour per year longevity to a maximum of 20 cents an hour for employes with 20 years longevity. Longevity pay shall be allowed in addition to the applicable rates of an assignment and will be paid for all work performed, including overtime. With respect to employes who on January 1, 1967 will have had a continous employment relationship with the carrier for one year or more longevity pay shall become effective on that date based upon the number of years of such continuous employment relationship

then completed. Thereafter, rates of pay shall be adjusted on the anniversary date of the beginning of employes last continous employment relationship to include the longevity pay as provided.

VACATIONS

It was also requested that Section 1, Article 1 of the Vacation Agreement of December 17, 1941, as amended by the Agreement of August 21, 1954, the Agreement of August 19, 1960 and the Agreement of November 20, 1964 (or February 4, 1965), be further amended to read as follows:

- Effective with the calendar year 1967 an annual vacation of 10 consecutive work days with pay will be granted to each employe covered by this Agreement who renders compensated service on not less than 120 days during the preceding calendar year.
- Effective with the calendar year 1967 an annual vacation of 15 consecutive days with pay will be granted to each employe covered by this Agreement who renders compensated service on not less than 110 days during the preceding calendar year and who has five or more years of continuous service and who, during such period of continuous service renders compensated service on not less than 110 days (133 days in the years 1950-1959 inclusive, 151 days in 1949 and 160 days in each of such years prior to 1949) in each of five of such years, not necessarily consecutive.
- Effective with the calendar year 1967, an annual vacation of 20 consecutive work days with pay will be granted to each employe covered by this Agreement who renders compensated service on not less than 10 days during the preceding calendar year and who has 10 or more years of continuous service and who, during such period of continuous service renders compensated service on not less than 10 days (133 days in the years 1950-1959 inclusive, 151 days in 1949 and 160 days in each of such years prior to 1949) in each of 10 of such years, not necessarily consecutive.
- Effective with the calendar year 1967, an annual vacation of 25 consecutive work days with pay will be granted to each employe covered by this Agreement who renders compensated service on not less than 100 days during the preceding calendar year and who has 15 or more years of continuous service and who, during such period of continuous service renders compensated service on not less than 100 days (133 days on the years 1950-1959 inclusive, 151 days in 1949 and 160 days in each of such years prior to 1949) in each of 15 of such years, not necessarily consecutive.
- Effective with the calendar year 1967, an annual vacation of 30 consecutive work days with pay will be granted to each employe covered by this Agreement who renders compensated service on not less than 100 days during the preceding calendar year and who has 20 or more years of continuous service and who, during such period of continuous service renders compensated service on not less than 100 days (133 days in the years 1950-1959 inclusive, 151 days in 1949 and 160 days in each of such years prior to 1949) in each of 20 of such years, not necessarily consecutive.
- Those paragraphs dealing with vacations above are to be construed to grant weekly and monthly rated employes whose rates contemplate more than five days of service each week, vacations of two, three, four, five or six work weeks.
- Service rendered under agreements between a carrier and one or more of the Non-Operating Organizations parties to the General Agreement of August 21, 1954, the General Agreement of August 19, 1960, or to the General Agreement of November 20, 1964 (or February 4, 1965), or to this Agreement shall be counted in computing days of compensated service and years of continuous service for vacation qualifying purposes under this Agreement.
- Calendar days in each current qualifying year on which an employe renders no service because of his own sickness or because of his own injury shall be included in computing days of compensated service and years of continuous service for vacation qualifying purposes on the basis of a maximum of 10 such days for an employe with less than three years of service; a maximum of 20 such days for an employe with three but less than 15 years of service; and a maximum of 30 such days for an employe with 15 or more years of service with the employing carrier.
- In instances where employes have performed 7 months' service with the employing carrier, or have performed, in a calendar year, service sufficient to qualify them for a vacation in the following calendar year, and subsequently become members of the Armed Forces of the United States, the time spent by such employes in

Chief Executives of the five Brotherhoods cooperating in the new wage and rules are shown here with counsel. From left to right—Attorney Lester P. Schoene, attorney; C. L. Dennis, president, Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employes; H. C. Crotty, president, Brotherhood of Maintenance of Way Employes; G. E. Leighty, president, Transportation-Communication Employees Union; Jesse Clark, president, Brotherhood of Railroad Signalmen; R. W. Smith, vice president, Hotel and Restaurant Employees and Bartenders International Union.

the Armed Forces will be credited as qualifying service in determining the length of vacations for which they may qualify upon their return to the service of the employing carrier.

• An employe who is laid off and has no seniority date and no rights to accumulate seniority, who renders compensated service on not less than 120 days in a calendar year and who returns to service in the following year for the same carrier will be granted the vacation in the year of his return. In the event such an employe does not return to service in the following year for the same carrier he will be compensated in lieu of the vacation he has qualified for provided he files a written request with his employing officer, a copy of such request to be furnished to his local or general chairman.

It was also requested that Section 2. Section 3 or Article 1 of the Agreement of August 21, 1954, be further amended effective January 1, 1967, to read as follows:

When any of the recognized holidays, as defined in the Notice, occurs during an employe's vacation period, the following shall apply:

(a) If the holiday falls on a work day of the employe's assignment in the case of an employe having an assignment, or on a work day of the position on which the employe last worked before the holiday in the case of an employe not having an assignment, then:

• If such assignment or position is not assigned to work on the holiday, the holiday shall not be considered as a vacation day of the period for which the employe is entitled to vacation, such vacation period shall be extended accordingly, and the employe shall be entitled to his holiday pay for such day.

• If such assignment or position is assigned to work on the holiday, the holiday shall be considered as a vacation day of the period for which the employe is entitled to vacation and the employe shall be entitled to a straight time day's pay plus pay at the rate of double time for time the position is assigned to work on such holiday.

(b) If the holiday falls on a rest day of the employe's assignment in the case of an employe having an assignment, or on a rest day of the position on which the employe last worked before the holiday in the case of an employe not having an assignment, the holiday shall not be considered as a vacation day of the period for which the employe is entitled to vacation and the employe shall be entitled to his holiday pay for such day.

The Notice further proposed that Section 3. Article 15 of the Vacation Agreement of December 17, 1941, as amended by subsequent agreements should be further amended and expanded to include and apply in every respect to employes represented by the Hotel & Restaurant Employees and Bartenders International Union and that this agreement shall supersede vacation agreements now in effect between that union and carriers party to this agreement.

Except as otherwise provided, the notice would place the resulting Agreement in effect as of January 1, 1967.

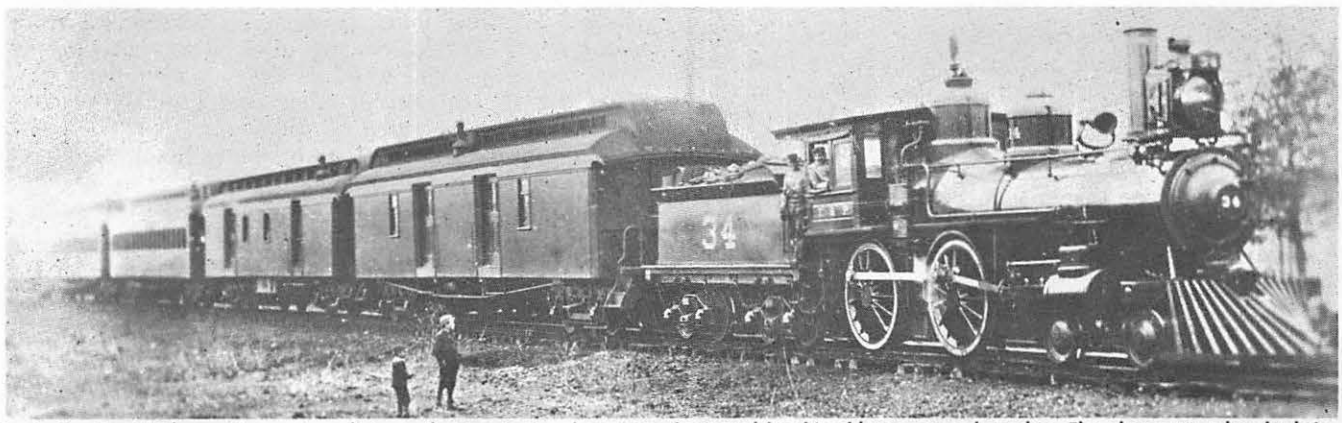
HOLIDAYS

Effective January 1, 1967 each hourly, daily and weekly rated employe shall receive 8 hours' pay at the pro rata hourly rate of the position on which he last worked before the holiday for each of the following enumerated holidays:

New Year's Day	Labor Day
Washington's Birthday	Columbus Day
Good Friday	Thanksgiving Day
Decoration Day	Christmas
Fourth of July	Employe's Birthday
V.J. Day	

This proposal would not disturb agreements now in effect under which another holiday has been substituted for one of the above-enumerated holidays. This Article shall be applicable to any day which by agreement or practice has been designated as a holiday in addition to those enumerated above; it shall be applicable to any day which by agreement or practice is observed by the employe instead of the day on which the holiday occurs (holidays enumerated above; or holidays in addition thereto designated by agreement or practice or holidays substituted for one of the holidays enumerated above).

Monthly rates shall be adjusted by adding the equivalent of 24 pro rata hours to the annual compensation (the monthly rate multiplied by 12) and this sum shall be divided by 12 in order to establish a new monthly rate. The sum of presently existing hours per annum plus 24 divided by 12 will establish a new hourly factor for wage adjustments; overtime rates and earnings for portions of months computed from monthly rates will be computed on the basis of such hours minus the number of holiday pay hours included in the monthly rate; earnings for portions of months computed from monthly rates shall be paid in accordance with the hours worked or guaranteed. Each monthly rated employe shall receive a day off without reduction in his monthly compensation on the above enumerated holidays (or on the next succeeding work day if the holiday falls on a rest day of his work week) or, if required to work on such day, shall be compensated therefor at twice the



Fascination for Children—Like most small boys, the two in the photo were fascinated by this old steamer and coaches. The photo was taken back in 1893 at Edgewood, Tex., on the Texas & Pacific line between Marshall and Fort Worth. It's another scene out of a colorful bygone era.

straight time rate of compensation for a minimum of 8 hours in addition to his monthly compensation.

Each hourly, daily and weekly rated employe shall qualify for the holiday pay if compensation paid by the carrier is credited to him at any time during the 60 calendar days preceding the holiday or holidays, unless the employe was assigned to work on the work day of his work week immediately preceding or following the holiday and he fails to report for work on such day without good cause. Good cause shall include sickness, injury, disability, vacation, leave of absence, and any other reasonable cause for failure to report for work, not including, however, as such reasonable cause absence in anticipation of or in prolongation of the holiday.

Nothing in this Article shall be construed to reduce the number of holidays in any case where by agreement or practice holidays have been designated in addition to those enumerated.

Whenever any hourly, daily or weekly rated employe is required to work on a holiday he shall be compensated at twice the straight time rate for the position worked for a minimum of 8 hours, in addition to the compensation provided for.

An employe working at a location away from his residence may, by giving reasonable notice to his supervisor, have the day immediately preceding the first day during which he is not scheduled to work following his birthday considered as his birthday. An employe whose birthday falls on February 29, may, on other than leap years, by giving reasonable notice to his supervisor, have February 28 or the day immediately preceding the first day during which he is not scheduled to work following February 28 considered as his birthday. If an employe's birthday falls on one of the other named holidays he may, by giving reasonable notice to his supervisor, have the following day or the day immediately preceding the first day during which he is not scheduled to work following such holiday considered as his birthday.

Effective as of January 1, 1967 this Agreement is amended and expanded to include and apply in every respect to employes represented by the Hotel & Restaurant Employees and Bartenders International Union.

TRAVEL TIME AND EXPENSES FOR EMPLOYES REQUIRED TO WORK AWAY FROM THEIR HOME STATION

Employes assigned in the course of their employment to live away from home during their work week, such as in camps, camp cars, highway trailers, hotels, or motels shall in addition to other compensation payable to them be compensated as follows:

- They shall be assigned reporting points at their home stations and shall be considered at work from the time they report at such points at the beginning of the week until they arrive at the away-from-home living quarters and from the time they leave the away-from-home living quarters at the end of the week until they arrive at their reporting points. They shall be compensated for such time at their regular straight-time rates during regularly assigned hours and at the overtime rate during overtime hours.

- Such employes will be furnished with free transportation by the railroad company for week-end trips to and from their home stations. When such transportation is not furnished, they will be reimbursed for the cost of railroad fare. if they travel on other rail lines, or the cost of other public transportation used in making such week-end trips, or at the rate of 11 cents a mile if they use their personal automobiles for such trips.

- Time working, waiting for transportation, or traveling during an employe's regularly assigned hours on a work day shall be considered work time and shall be paid for at the straight-time rate except when under the overtime rules the overtime rate is applicable.

- Time working, waiting for transportation, or traveling outside of regularly assigned hours or on a rest day or a holiday shall be paid for at the overtime rate.

- Waiting and travel time shall end when an employe reaches the point at which the work is to be performed and shall begin again when he leaves that point to return to his home station or to go to another point.

- An employe in such service shall be furnished with free transportation by the railroad company in traveling from his home station to another point, and return, or from one point to another. If such transportation is not furnished, he will be reimbursed for the cost of rail fare if he travels on other rail lines, or the cost of other public transportation used in making the trip; or if he has an automobile which he is willing to use and the carrier authorizes its use, he will be paid an allowance of 11 cents for each mile in traveling from his home station to the work point, and return, or from one work point to another.

- Such employe shall be reimbursed for the actual reasonable cost of meals and lodging away from his home station.

NOTE: The term "home station" as used in this rule shall mean for each individual employe the town, city, or railroad.

- Meals and lodging will either be furnished by the railroad company or the employes will be reimbursed for the actual reasonable expense incurred. When meals and lodging are furnished by the railroad company, the food shall be wholesome and adequate and prepared and served under sanitary conditions, and the lodging facilities shall be adequate for the purpose and maintained in a clean, healthful, and sanitary condition.

- Time spent in traveling from one work point to another outside of regularly assigned hours or on a rest day or a holiday shall be paid for at the overtime rate.

- An employe covered by this rule who is not furnished means of transportation by the railroad company from one work point to another and who uses other forms of transportation for this purpose shall be reimbursed for the cost of such other transportation. If he uses his personal automobile for this purpose in the absence of transportation furnished by the railroad company, he shall be reimbursed for such use of his automobile at the rate of 11 cents a mile.

Employes filling relief assignments, performing extra or temporary service, or any other work not covered above, requiring them to be away from their home stations shall, in addition to other compensation payable to them, be compensated as follows:

Station located on the lines of the railroad nearest to the employe's place of residence.

Nothing in this rule shall be construed as requiring an employe to own an automobile or to use it in his work.

SAVINGS CLAUSE

These proposals are made without prejudice to the right of the organization to retain on any carrier any rules or applications thereof now in effect which it considers preferable to any rule or rules that may result from the negotiations on these proposals.

Open Enrollment for Furloughed & Retired Non-Op Insurance Plan

Medical Exam Waived for Limited Time

ARRANGEMENTS HAVE RECENTLY been completed by representatives of participating organizations and The Travelers Insurance Company for an open enrollment period until June 30 for those eligible furloughed and retired non-operating employes and their dependents, not now insured under the Group Hospital and Surgical Insurance Plan. No medical or physical examination will be required during this special enrollment period.

This plan has provided valuable protection for non-operating railroad employes and their dependents since 1955. Substantial improvements have been made in the plan periodically and many letters have been received expressing satisfaction with the plan and commenting on the prompt and equitable handling of claims.

Furloughed and retired employes who are not insured under this plan are eligible to enroll themselves and their dependents during May or June, provided they were at one time insured as non-operating railroad employes under Group Policy Contract GA-23000 — which became effective March 1, 1955.

Retired employes who were insured under GA-23000 for dependent benefits only, on a Hospital Association Road, may enroll only for dependent benefits unless their membership in the Hospital Association has not been maintained, in which event they may enroll for employe benefits as well as for dependent benefits.

During May and June, employes who are insured for themselves only under GA-23111 may expand their insurance to include their dependents. In addition, widows of insured employes are eligible to enroll and may continue the plan unless or until they remarry..

Furloughed and retired employes and their dependents under age 65 are eligible for those benefits currently in effect under GA-23111 and may enroll for such benefits by applying to any local Travelers office or The Travelers home office by writing to:

The Travelers Insurance Company
P.O. Box 3002
Group Department—Railroad Division
Hartford, Connecticut 06101

For furloughed or retired employes and their dependents age 65 and over, a revised program has been designed in cooperation with the participating organizations to complement the government's Medicare program and is available effective July 1, 1966. This new plan is applicable only to those over 65 years of age and contemplates that individuals will be qualified for the inpatient hospital services of basic Medicare and that they will enroll

THIS FORM APPLIES TO COVERAGE EFFECTIVE JULY 1, 1966 OR LATER

This Completed Form Together With the Required Payment Is To Be Sent to: The Travelers Insurance Company, P. O. Box 3002 GROUP DEPARTMENT — RAILROAD DIV. — HARTFORD, CONN. 06101

NAME OF RETIRED EMPLOYEE—(Please Print) Last First Middle Initial	DATE RETIRED Mo. Day Yr.	DATE OF BIRTH EMPLOYEE Mo. Day Yr.	SOCIAL SECURITY NUMBER	EMPLOYEE NO.
ADDRESS OF RETIRED EMPLOYEE No. and Street City State		DATE OF BIRTH SPOUSE Mo. Day Yr.	NAME OF EMPLOYER	
LAST POSITION HELD	DEPARTMENT	DIVISION	LOCATION	

	REQUIRED MONTHLY PAYMENT Plan A*	Plan B†
Retired Employee only	☐ $6.00	☐ $6.00
Retired Employee plus Wife or Husband, Child or Children	☐ $12.00	☐ $12.00
Retired Employees Wife or Husband, and/or Child or Children	☐ $6.00	☐ $6.00

NOTE:
*Applicable to person under age 65
†Applicable to person age 65 or over

*Plans A & B are described in the Folder attached.

I understand that the benefits to which I may be entitled by reason of making payments to The Travelers are those indicated by the monthly payment checked hereon, which are described in the pamphlet (form GI-44371) furnished to me in connection with Group Policy GA-23111 for a retired employee and/or his dependents. I also understand that I will be notified directly by The Travelers of my acceptance and billed for my next payment.

EMPLOYEE'S SIGNATURE | DATE

CERTIFICATION BY EMPLOYER

Where form is used by Employer as part of Terminal Interview or is forwarded with Terminal letter, Employer should complete the certification information indicated below. If certification is not furnished below The Travelers will send the standard Certification Form to the Employer.

Date Qualifying Employee last rendered Compensated Service, Mo._____ Year_____

Authorized Signature of Employer_____

GI-44371A Rev.. 1-66. Printed in U.S.A.

in Part B of Medicare (supplemental medical insurance).

- The amount of hospital charges but not in excess of $40 for the first 60 days of confinement (under Medicare, the first $40 of charges must be paid by the individual).
- $10 for each day of hospital confinement from the 61st through the 90th day (under Medicare, the individual is required to pay this $10 per day during the 30-day period specified).
- The amount of hospital charges for room and board for semi-private accommodations, but not to exceed $30 a day, from the 91st through the 120th day of confinement (Medicare provides no hospital benefits after the 90th day).

Surgical expense benefits—maximum of $50—during one period of disability (under Medicare, the individual is required to pay the first $50 of medical expense).

- A major medical expense benefit with a $5,000 lifetime maximum which pays 75 percent (50 percent with respect to mental and nervous disorders) of reasonable charges incurred for treatment of bodily injury or sickness after you have paid $100 in a calendar year for "covered expenses" which are not provided for under the Government's Medicare program or under items 1 through 4 above.

The plan available to individuals age 65 and over will go into effect July 1, 1966. Those presently covered under Group Policy GA-23111 will be automatically switched to the new plan. For those not presently covered by GA-23111, the enrollment form reproduced below can be used to enroll for the new plan effective July 1, 1966. The completed enrollment form and payment must be received by The Travelers before the end of June to provide benefits effective July 1. **Since the time period for enrollment is a limited one, you are urged to take advantage of this offer immediately.**

To provide this protection you should do the following:

- Complete in full the enrollment card shown below.
- Mail the completed enrollment card with your check or money order for the required monthly payment directly to: The Travelers Insurance Company, P. O. Box 3002, Group Department — Railroad Division, Hartford, Connecticut 06101.

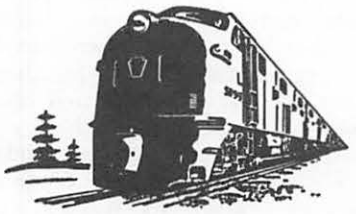
Any enrollment form received without the required monthly payment will be returned without any action being taken.

Upon receipt of the fully completed enrollment form and payment by The Travelers, you will be notified directly of acceptance and will be furnished proof of your enrollment.

All payments under Group Policy GA-23111 provide benefits for the next succeeding calendar month. After the first payment is made, The Travelers will bill you directly for all future payments.

Since it is vital that your enrollment and payment be received by The Travelers within the specified time allowed, you should act at once to take advantage of this special enrollment.

Railroad NEWS IN BRIEF



THE ILLINOIS CENTRAL Railroad has ordered three Wheel Thermo-Scanner Units from General Railway Signal Company, a unit of General Signal Corporation, for installation on yard approaches near Vicksburg, Mississippi.

THE MISSOURI PACIFIC Railroad Company has ordered material from WABCO, Union Switch & Signal Division for the remote control of its Ohio Avenue Interlocking at St. Louis, Missouri. The order includes power switches and signals and related equipment, as well as engineering and materials service.

THE GREAT NORTHERN Railway has ordered Type Dl Centralized Traffic Control equipment from the General Railway Signal Company, to expand their existing Edmonds — Columbia River installation eastward to Ephrata, Washington.

The existing Traffic Master control machine at Seattle will be expanded to handle the added control facilities.

THE NEW YORK CITY TRANSIT Authority has awarded a $1,350,000 contract for NX (ENtrance-eXit) interlocking control equipment to the General Railway Signal Company to expand control on their Broadway—4th Avenue Line —a part of their BMT division.

Controls for a diamond crossover will be added to the existing De-Kalb Avenue N-X control machine, and the system will be resignaled from the Court Street Station to the Lawrence Street Station.

THE MISSOURI PACIFIC Railroad has placed an order with the Union Switch & Signal Division of Westinghouse Air Brake Company (WABCO) for CTC materials for installation on their line between Oden and Sinton, Texas. The code system for this project is the newly introduced solid-state 550 Flexicode system. Control of the territory will be from Houston, Texas, which is about 200 miles from the first controlled location.

THE TEXAS AND PACIFIC Railway Company has ordered Type E retarder equipment from the General Railway Signal Company, for installation at Lancaster Yard, Fort Worth, Texas.

THE CANADIAN PACIFIC Railway has placed an order with WABCO's Union Switch & Signal Division for Centralized Traffic Control materials for installation on four subdivisions on about 500 miles of track, stretching westward on the Schreiber Division from Cartier, Ontario to Current River, Ontario.

Control will be from a 21-ft. Traffic Control Center (TCC) located at Schreiber. Provision will be made so that one operator can control traffic over the entire division, or if traffic density requires it, one operator can control two subdivisions with a second operator controlling the other two subdivisions.

Control and indication of the functions from the control machine will be transmitted over Style FST (Frequency Shift Transistorized) Carrier System.

I.C.C. Investigations of Four Fatal Accidents Emphasize Toll From Collisions At Rail-Highway Crossings

THE GROWING NUMBER OF rail-highway grade crossing accidents is one of the most serious safety problems in transportation, Chairman John W. Bush of the Interstate Commerce Commission stated today. "Our Railroad Safety and Service Board today issued four separate reports of investigations of fatal collisions between trucks and passenger trains. Each accident was attributed to the same cause: the truck driver proceeding directly into the path of an oncoming train, in violation of State or local law. The train in each instance approached at normal speed, with headlight on and horn sounding. The grade crossings were clearly marked with warning signs.

"These four accidents, which occurred within a one-month period and in different parts of the country, evidence an obvious pattern of driver carelessness and blatant disregard for the law—not to mention human life and safety," the Chairman said. "This is more tragic than playing Russian roulette because, as these reports indicate, train crewmen and passengers are part of the toll. In one of these accidents, 74 persons aboard the train were injured."

Railroad Accident Report No. 4063—Investigation of an accident on the New York Central Railroad Nov. 23, 1965, at Galien, Mich., in which the driver of a truck loaded with gravel did not stop before entering the crossing and drove into the path of an approaching passenger train. The truck was demolished and the train was derailed. The driver was killed and 13 passengers and train crewmen were injured.

Railroad Accident Report No. 4065—Investigation of an accident on the Union Pacific Railroad Nov. 20, 1965, at Rolla, Colo., in which a tank truck loaded with 9,000 gallons of gasoline stopped and then entered a grade crossing in the path of a passenger train. The impact of the collision ruptured the tank trailer, engulfing the train and vehicle in flames. The truck driver, engineer and fireman were killed and another crewman was injured. Miraculously, no passengers were injured.

Railroad Accident Report No. 4066—Investigation of an accident on the Atchison, Topeka and Santa Fe Railway at Anaheim, Calif., Dec. 22, 1965, in which a dump truck carrying 11 tons of dirt drove into the path of an approaching passenger train without stopping. The train was derailed and the truck was demolished. The truck driver was killed and 74 passengers and employees were injured.

Railroad Accident Report No. 4067—Investigation of an accident on the Seaboard Air Line Railroad at Catawba, S.C., Dec. 11, 1965, in which a dump truck loaded with 16 tons of crushed rock did not stop before proceeding into a grade crossing and was struck by a passenger train. The train's fireman was killed when part of the truck's load was thrown into the locomotive control compartment. The truck driver, engineer and railway post office employee were injured.

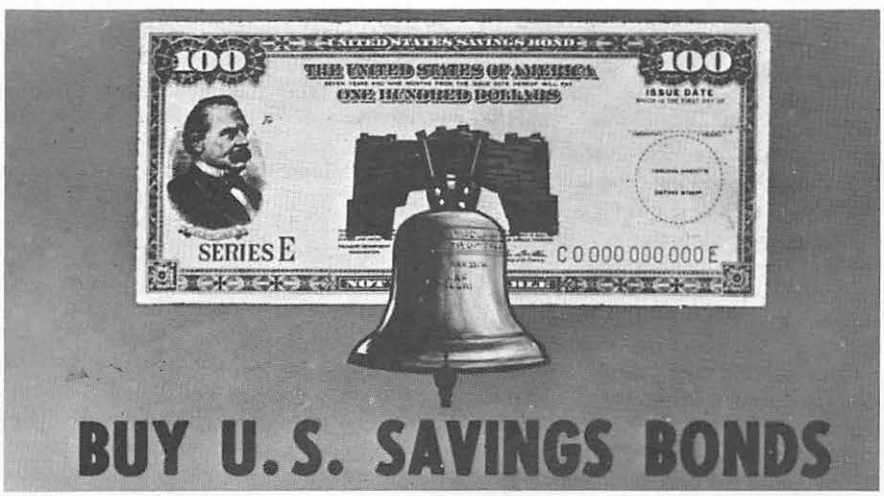
As part of the investigation of the Santa Fe collision at Anaheim, Calif., a 24-hr. survey was made at the accident scene to determine to what extent State law was being violated. In addition to the many drivers who did not stop at the grade crossing when no train was in sight, 44 vehicles drove across the tracks when the automatic crossing signals were sounding and a train was closely approaching.

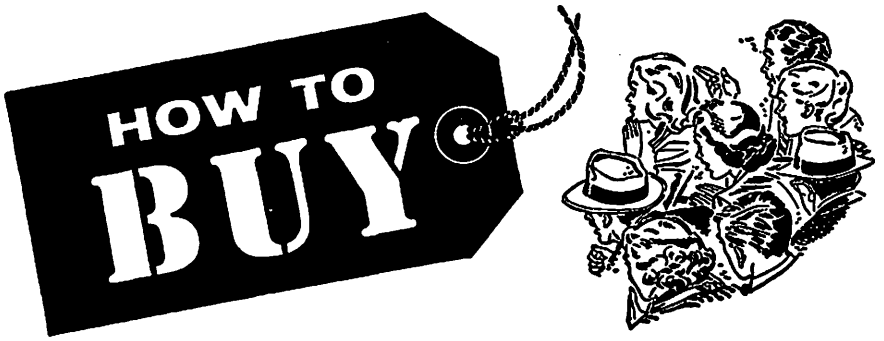
The Chairman noted that on Feb. 10, 1964, the Commission issued its findings in Docket No. 33440, *Prevention of Rail-Highway Grade Crossing Accidents Involving Railway Trains and Motor Vehicles.* The Commission found that the principal cause of grade-crossing accidents was "failure of drivers to stop or exercise due care and caution or to observe and comply with existing safety laws and regulations."

Operators of motor vehicles engaged in intrastate operations—not subject to the Commission's regulations—were found to be responsible for most of the accidents which occur at grade crossings. Enforcement of laws governing the operation of motor vehicles at grade crossings was found to be "woefully weak".

Chairman Bush pointed out that the annual report of the Commission's Section of Railroad Safety reported an 11.3 percent increase in the number of grade crossing accidents in 1964. There were 3,775 accidents in 1964, resulting in 1,543 deaths and 3,783 injuries.

"Complete statistics for calendar year 1965 are not yet available, but information reported to date indicates that last year's record of casualties was equally as bad," he stated. "With the tremendous increase in motor vehicle registration and the growing volume of railroad ton miles, the senseless loss of life and limb and the property damage from accidents at grade crossings will expand unless drivers, carriers, local and State governments, and the public cooperate in eradicating lax attitudes toward the hazardous practices that cause these tragedies."





By SIDNEY MARGOLIUS, for The Signalman's Journal

Customers Victimized with Substandard Products

A CONFLICT OVER THE quality of the goods you buy has broken out between retailers and manufacturers as the result of complaints about shoddy merchandise.

You're the one who pays for and gets the substandard goods. But because retailers have to listen to your complaints and make exchanges or repairs (if they're reliable retailers), they too are rebelling over defective products shipped by factories.

Many of the recent complaints about quality have concerned furniture especially. But complaints are being voiced also over rugs, draperies, clothing and children's toys.

The quality complaints erupted into public view when a leading department store president (Walter Rothschild, of Abraham & Straus, New York) told a meeting of the American Management Association that in many lines "the standards are set too low" and "we must exercise constant vigilance to keep from having our customers victimized with substandard products."

The department store president revealed that much of the defective furniture comes from Southern furniture factories which in recent years have come to dominate the furniture industry. He did not say this, but it is significant that these also usually are non-union factories who make the lower-quality furniture.

As a result of the retailer's public charges, Fairchild News Service made a nationwide survey and found many other businessmen reporting widespread dissatisfaction with quality of many types of goods. Some blame the widespread incidence of defects on automation, others on big volume in a time of rising sales. When business is good, factories seem to get lax.

What this means to you is that when you shop nowadays, you can't take quality for granted, but have to inspect closely and don't be afraid to ask stores for necessary repairs or adjustments.

No Adequate Standards

One of the problems is that many new materials and finishes have been developed without adequate standards of performance. One example is "durable press" or "permanent press" garments. Such garments are a real boon since they eliminate most if not all ironing. But on some types of fabrics the chemical treatment which gives a garment its permanent press, also "tenderizes" the fabric. This results in premature deterioration. Too, with some 400 different "durable press" processes in use, textile industry technologists themselves are concerned that some may not be truly permanent, especially because of the lack of standards of what constitutes durability or permanence of the finish. One trade paper even recently reported that some low-price manufacturers are applying the durable press finish only to collars and fronts of shirts, leaving backs untouched.

But even paying a high price is no assurance of quality. One of the nation's largest clothing retailers complained that sometimes dresses selling for as much as $150 have poor-quality thread that puckers the seams after even the first cleaning.

In fact, the National Institute of Drycleaning reports there is a "tremendous increase" in the number of fabrics and garments which do not dryclean properly.

The effect of such widespread incidence of poor quality is to increase the risks of getting unsatisfactory merchandise when you buy, and also, to raise the prices all families must pay to cover the high cost of returns and repairs.

To help you guard against such defects we have studied the various reports of substandard quality, and compiled a list of frequent defects to look for when you shop:

Furniture: Judging from the retailers' own complaints, defects you especially need to guard against include warped doors on cabinets; warped table tops; only one magnetic catch on cabinet doors when a second is needed at the bottom of the door; unfinished drawers and backs of furniture; doors that tend to stick or do not close "flush"; poorly-fitted drawers, and inadequate dustproofing. ("Dustproofing" is a thin sheet of wood between drawers, usually found on better-quality furniture.)

Check the finish carefully. A good furniture finish has depth and smoothness. Also look over the piece to make sure any "touchups" by the factory or store have been done carefully.

Furniture coverings are another source of frequent complaint, because of lack of durability and poor resistance to fading. Make sure, too, that any slipcovers you buy are labeled with a preshrunk guarantee. Retail spokesmen have pointed out that nowadays you can buy a $3 shirt that is fully preshrunk, but an $85 slipcover may not be.

If a fabric is not labeled "vat dyed" or "color fast", or if it does not provide other assurance of fade resistance, rub a dampened handkerchief against it to see if any color rubs off.

Clothing: Check buttons and seams especially for secure, careful construction. One retailer reports that 20 percent of women's coats have buttons either falling off or about to.

Sizes of women's clothing are a particular problem. One maker's size 14 may be the same as another's 16.

Look over the fabrics too, to guard against misweaves, thin weaves or thin spots that will soon wear out.

And don't hesitate to return defective goods. One big retailer says that only 8 percent of defective merchandise is returned. "The other 92 percent remains in the hands of unhappy customers," reports Fairchild News Service.

SHANTY BANTER

ONE FOOT IN HEAVEN

Little Billy, caught in mischief for the ninth time one day, was asked by his mother, "How do you expect to get into heaven?"

The lad thought a minute and replied: "Well, I'll just run in and out and in and out and keep slamming the door until St. Peter says, 'For Heaven's sake, Billy, come in or stay out!' "

He who faces the sun does not see the shadows.

ORAL PRAISE

Three cheers for the mouth: the pride of the orator, the friend of the politician, the livelihood of the dentist, and the trap of the fool whose reading is limited to the comic page.

The greater your obligations, the more you can do.

NOTEWORTHY

Miss Popular Miss and her family left for the weekend rather unexpectedly.

What to do!

The Miss taped the following note to the front door:

"Had to leave with Mother and Dad for a few days, but will be back Monday morning. Please leave note on door. You're not my only beau."

Each person is like a nail: You must point him in the right direction, drive him hard, and he will go as far as his head will allow.

SMOKE LINES — BUSY

"Why is that Indian brave so upset?"

"He wanted to send out an important message, but his teen-age kids had the smoke signals all tied up."

"I DO" — THEN, HE DOES

After service in the armed forces, a lad is ready for marriage: He has learned to wash and dry dishes, take care of his laundry, make his bed, scrub the floors, and never volunteer.

Sight is simple; seeing is difficult.

BREVITY — HIT OF WIT

Once upon a time a copywriter wrote this ad describing a new soap:

"The alkaline element and vegetable fats in this product are blended in such a way as to secure the highest quality of saponification along with a specific gravity that keeps it on top of the water, relieving the bather of the trouble and annoyance of fishing around for it at the bottom of the tub during his ablutions."

An older, more experienced ad man wrote this: "It floats."

Too often a hundred good acts go unrecognized, but one bad act is noticed immediately.

"How is Ronald's pet boxer doing in the baggage car, sir . . . sir . . .?"

SESQUIPEDALIAN SPEECH

Professor: "Your tubular air conditioner has lost its accustomed rotundity."

Motorist: "Huh?"

Professor: "The cylinder which supports your vehicle is no longer inflated."

Motorist: "What?"

Professor: "The elastic fabric surrounding the circular frame whose successive revolutions bear you onward in space has not retained its pristine roundness."

Small Boy: "Hey, mister, you got a flat!"

Save for the future, but spend a little today.

FATHER KNOW$

Dear Son:

I'm sending you the twenty dollars you requested in your last letter from college. However, I must call your attention to the fact that you misplaced a zero. Twenty has only one zero—not two.

Hope your studies prove to be a better indication of your learning than your understanding of the zero.

Let's have less tiger in the car and more human care.

DON'T JEST . . . WORRY!

"What will ever happen to this younger generation?"

"It too will become the older generation and worry about what will happen to the younger generation."

Weak facts require loud words; strong facts, soft words.

WHAT'S IN A NAME

It must be true love when a girl with a name like Smith or Jones or Johnson changes her name to Kookenhimeraufendorf.

The price of wealth is too high if the cost is health.

COLOR CONTROL

In grandma's day, the girls would go to gym class and use dumbbells to put color in their lips.

Bureau of Safety Annual Report

THE ANNUAL REPORT OF the Section of Railroad Safety, Bureau of Railroad Safety and Service to the Interstate Commerce Commission, as recently released, pointed to inadequately maintained railroad plant and equipment as major causes of a number of derailments and collisions during the period covered by the report.

Monthly signal failure reports filed by the carriers, summarized in accompanying tables, indicate there were 28,082 false restrictive failures, 52 false proceed failures, and five potential false proceed conditions. According to the report, 39 of the false proceed failures and potential false proceed conditions were investigated by the bureau.

The Bureau also indicated that inspections were made on 4,600 signal systems, 30,733 signals, 20,388 switches, 19,138 other appliances, and 3,536 signal devices on locomotives.

Signal Performance in Preceding Years

Year Ended June	False Restrictive Failure	False Proceed Failure	Potential False Proceed Condition	Total Track Miles Signaled
1965	28,082	53	5	151,619
1964	28,456	58	9	152,049
1963	27,173	65	14	152,927
1962	27,045	65	3	155,689
1961	23,884	56	7	157,894
1960	25,625	73	11	160,240
1959	25,590	59	8	162,267
1958	25,299	72	16	164,917
1957	28,065	74	12	165,815
1956	29,761	76	11	167,328

These inspections, the Bureau said, "resulted in bringing to the attention of the railroad managements, for necessary corrective action, **a number of unsatisfactory maintenance conditions which have been found to exist.**"

In the year ended June 30, 1965, 37 complaints were received by the Bureau in connection with alleged violations of the rules, standards, and instructions. At the beginning of the year, action was pending on 6 complaints previously filed. During the year investigations were completed on 37 and action was

Failure of signals, interlocking, automatic train-stop, train-control, and cab-signal devices, and other systems for the year ended June 30, 1965, as reported by the carriers pursuant to sec. 25 of the Interstate Commerce Act

Name of railroad	False restrictive failures					False proceed failures					Potential false proceed conditions				
	Block systems	Interlocking	ATS-ATC ACS	Other systems	Total	Block systems	Interlocking	ATS-ATC ACS	Other systems	Total	Block systems	Interlocking	ATS-ATC ACS	Other systems	Total
Alton & Southern	10	20			30										
Ann Arbor	1	8			9										
Atchison, Topeka & Santa Fe	422	564	171		1,157	3		1		4					
Atlanta & West Point	46				46										
Atlanta Terminal		3			3										
Atlantic Coast Line	260	301	105	28	694		1			1					
Baltimore & Ohio System	396	445	137		978										
Bangor & Aroostook	67			56	123										
Belt Railway of Chicago	3	29			32										
Bessemer & Lake Erie	44				44										
Birmingham Terminal		46			46										
Boston & Maine	43	68	9		118	3				3					
Boston Terminal		23			23										
Butte, Anaconda & Pacific	19				19										
Canadian National		4			4										
Central RR. of New Jersey System	71	144	1		216										
Chesapeake & Ohio	239	237	24		500	1				1					
Chicago & Eastern Illinois	114	196			310										
Chicago & Illinois Midland	22	6			28										
Chicago & North Western	737	336	299		1,372	3	3			6					
Chicago & Western Indiana	5	52			57	1				1					
Chicago, Burlington & Quincy System	395	27	28	1	451	3	2			5					
Chicago Great Western	174	11			185										
Chicago, Milwaukee, St. Paul & Pacific	582	141	88		811	1				1					
Chicago, Rock Island & Pacific	460	77	8		545										
Chicago, South Shore & South Bend	52	3			55										
Chicago Union Station		15			15							1			
Cincinnati Union Terminal		143			143										
City of St. Louis Municipal Bridge		39			39										
Clinchfield	87				87										
Dayton Union		37			37										
Delaware & Hudson	70	60			130										
Denver & Rio Grande Western	400	40			440	1				1					
Denver Union Terminal		22			22										
Detroit & Toledo Shore Line	12				12										
Detroit, Toledo & Ironton	4	3			7										
Duluth, Missabe & Iron Range	7	21			28										
Elgin, Joliet & Eastern	43	142			185		1			1					
Erie-Lackawanna System	230	96	35	13	374	1				1					
Florida East Coast	248				248										
Fort Dodge, Des Moines & Southern		9			9										
Georgia	164				164										
Grand Trunk Western	146	56			202										
Great Northern	355	48			403										
Green Bay & Western	7	1		3	11										
Gulf, Mobile & Ohio	127	29	5		161										

Contd.—*Failure of signals, interlocking, automatic train-stop, train-control, and cab-signal devices, and other systems for the year ended June 30, 1965, as reported by the carriers pursuant to sec. 25 of the Interstate Commerce Act*

Name of railroad	False restrictive failures					False proceed failures					Potential false proceed conditions				
	Block systems	Interlocking	ATS-ATC ACS	Other systems	Total	Block systems	Interlocking	ATS-ATC ACS	Other systems	Total	Block systems	Interlocking	ATS-ATC ACS	Other systems	Total
Houston Belt & Terminal	14	77			91										
Illinois Central	328	36	75		439	2				2					
Illinois Terminal	1	2			3										
Jacksonville Terminal	1	93			94										
Kansas City Southern	240	245			485										
Kansas City Terminal		153			153										
Kentucky & Indiana Terminal		32			32										
Lake Superior & Ishpeming		20			20										
Lehigh & Hudson River	12				12										
Lehigh Valley	104	29			133	1				1					
Long Island	28	102	530		660										
Los Angeles Union Passenger Terminal		16			16										
Louisville & Nashville	939	57	1		997	2				2					
Maine Central	68	14			82										
Missouri-Kansas-Texas	471	57			528										
Missouri Pacific System	775	46			821	1				1		1			1
Monon	162	13			175	3				3					
Monongahela	12				12										
New Orleans Public Belt	1	1			2										
New Orleans Union Passenger Terminal		15			15										
New York Central	672	756	200		1,628	1				1		1			1
New York, New Haven & Hartford	145	165	90		400										
New York, Susquehanna & Western	8	3			11										
Norfolk & Western	381	696	13	1	1,091		1			1		1			1
Northern Pacific	1,142	70			1,212	4				4					
Pacific Electric		2			2										
Pennsylvania System	604	1,010	947	3	2,564	1	1			2	1				1
Peoria & Pekin Union	11	11		1	23										
Port Authority Trans-Hudson Corp	102	152	47	4	305	1				1					
Portland Terminal	1	3			4		1			1					
Reading	50	96	12		158										
Richmond, Fredericksburg & Potomac	22	28	29		79										
River Terminal		94			94										
St. Louis-San Francisco	432	23			455	1	1			2					
St. Louis Southwestern	148				148										
Seaboard Air Line	569	23			592										
Soo Line	228	58			286										
Southern System	1,120	342	113	39	1,614	1				1					
Southern Illinois & Missouri Bridge	5				5										
Southern Pacific	573	63	5		641	4				4					
Spokane, Portland & Seattle	72				72										
Terminal RR. Association of St. Louis	3	235			238		1			1					
Toledo, Peoria & Western		23		12	35										
Union Pacific	400	25	15		440										
Washington Terminal		249			249										
Western Maryland	80	72			152										
Western Pacific	163		7		170										
Western Railway of Alabama	71				71										
Total	16,220	8,707	2,994	161	28,082	39	12	1		52	1	4			5

pending on six at the end of the year, the Bureau pointed out.

Note: In checking the Bureau's report, Grand Lodge noted an apparent omission in the number of false proceed failures reported. This was immediately called to the attention of the Bureau and in reply the Bureau said: "A check of the Signal Failure Reports of the Lehigh Valley Railroad for the year ending June 30, 1965 shows that this carrier reported two false proceed failures, one on automatic block signal 3022, and one on interlocking signal 78 at the Bethlehem Interlocking.

"When this corrected figure is substituted as indicated the correct total in the Interlocking column under "False Proceed Failures" will be 13, and the correct figure under the Total column should read 53."

Of 18 derailments investigated by the I.C.C., five involved defective track; 7, defective train equipment; one, open switch due to tampering; two, improperly secured lading; one, derailed equipment obstructing main track; and two caused by rock slides. The Bureau summarized some of the causes as: inadequately maintained track for the speed permitted, broken rail joint, kinked track, broken rail, rocks falling on track, steam hose falling to track, broken truck side frame, broken journal resulting from overheating, broken wheel, broken coupler etc.

The report indicated that of 35 collisions investigated, 32 occurred on lines operated by the block system, two on lines operated by timetable and train orders, and one in a location where yard limit rules were in effect.

Of the collisions investigated seven involved motor vehicles at grade crossings; one, switch left open; 9, failure to obey signal indications; one, failure to take required precautions in the operation of on-track maintenance-of-way-equipment; one failure of track foreman to keep maintenance-of-way equipment clear of the track after authorizing a train to operate at speed; two, improperly secured lading fouling an adjacent main track; one, defective interlocking; one, failure of interlocking to indicate occupancy of track section and failure of interlocking operator to operate the interlocking system in accordance with special instructions; three, failure to obey a meet order; one, failure to couple air hose and charge train brake system; one, self-propelled off-track mower fouling main track in front of approaching train; one, train fouling main track immediately in front of approaching train; one, train occupying block without authority; one, failure to deliver train order and failure to

Accidents investigated

	Number	Persons	
		Killed	Injured
Collisions	35	44	567
Derailments	18	7	477
Total	53	51	1,044

	Classes of collisions					
	Head end	Rear end	Side	Rail-highway grade crossing	Miscellaneous	Total
Automatic block system, cab signal system, or interlocking	3	5	6	7	8	29
Nonautomatic block system	1	1	0	0	1	3
Timetable and train order system	2	0	0	0	0	2
Yard limit rules	0	0	0	1	0	1
Total	6	6	6	8	9	35

Type of signal protection	Plants	Miles of—		Locomotives
		Road	Track	
Block-signal systems:				
Automatic		82,690	106,892	
Nonautomatic		21,448	21,794	
Total		104,138	128,686	
Corresponding totals, Jan. 1, 1964		103,224	128,564	
Interlocking	3,563			
Automatic train-stop, train-control, and cab-signal devices:				
Train-stop		9,099	13,260	4,820
Train-control		879	1,801	1,114
Cab-signal		3,554	7,872	3,537
Total	3,563	13,532	22,933	9,471
Corresponding totals, Jan. 1, 1964	3,598	14,064	23,475	9,387

comply with signal indication; one, failure to control speed of train; one, failure to control speed of front portion of train returning for rear portion of train; one, defective hand brake.

With respect to specific corrective or preventive measures contained in accident investigation reports issued by the Commission during the reporting year, the Bureau summarized the following recommendations:

- Carrier take steps to insure that trains entering any area designated under Form U train orders on track protected by temporary slow signals must reduce speed to the prescribed 15 miles per hour or less before accepting signal, conveyed manually or by other means, to proceed at higher speed
- That the carrier install rock slide detector fences along both sides of track structure throughout the length of the cut
- That the carrier take such action as may be necessary to insure adequate inspection and proper enforcement of the rules governing the loading of open-top cars prior to acceptance for transit
- That the carrier take necessary measures to provide additional protection by issuance of slow orders and placement of speed restriction signs when track conditions require their use for safe operation of trains
- That the carrier provide additional protection for train movements at unattended block-limit stations in manual block-signal territory
- That the carrier take immediate action to enforce compliance with its operating rules
- That the carrier take such action as may be necessary to obtain compliance with its operating rules.

The Report indicated that during 1964, there was a total of 3,755 grade-crossing accidents involving pedestrians, passenger automobiles, motortrucks, motorbusses, motorcycles, and other vehicles and machines. This total represents an increase of 382 or 11.3 percent over those accidents which occurred during 1963.

In 1964, there were 1,543 deaths and 3,783 injuries as a result of these accidents, representing increases over 1963 of 18.5 percent and 7.3 percent, respectively.

Collisions at grade-crossings involving trains and motor vehicles totaled 3,539 involving 1,432 deaths and 3,676 persons injured, showing an increase of 344 over those accidents which occurred in 1963 and an increase of 215 deaths and 241 injuries.

Included in the total number of accidents involving motor vehicles were 57 derailments and 229 miscellaneous other train accidents accounting for 155 deaths and 176 injuries.

Also included in the total casualties at rail-highway grade crossings were 25 injuries to passengers as well as 7 fatalities and 110 injuries to employes on duty.

According to reports submitted by the carriers to the Bureau, block-signal systems, interlocking, and automatic train-stop, train-control, and cab-signal devices were in use on January 1, 1965, as follows:

The information concerning these installations is summarized in tables following this article.

During the year, 221 applications for approval of modifications of block signals and interlockings were

Accidents at highway grade crossings, year ended Dec. 31—

Accidents and casualties	1962			1963			1964		
	Number	Number of persons		Number	Number of persons		Number	Number of persons	
		Killed	Injured		Killed	Injured		Killed	Injured
Total rail-highway grade crossings accidents and resulting casualties	3,149	1,241	3,192	3,373	1,302	3,524	3,755	1,543	3,783
Accidents at highway grade crossings involving motor vehicles [1]	2,944	1,132	3,094	3,195	1,217	3,435	3,539	1,432	3,676
Derailments of trains at highway grade crossings involving motor vehicles [2]	57	36	68	63	25	115	57	23	59
Miscellaneous other train accidents as a result of collision between trains and motor vehicles [2]	199	106	106	185	70	95	229	122	117
Railroad casualties: [2]									
Passengers		1	73			61			25
Employees on duty		17	116		3	160		7	110
Total		18	189		3	221		7	135

[1] Vehicles include passenger automobiles, motorbusses, motortrucks, and motorcycles.
[2] Included in totals.

Causes of false-proceed failures reported by carriers for the year ended June 30, 1965, as listed

Name of railroad	Sand, rust, or other deposit on rails	Failure of relays and similar devices	Circuits open, crossed or grounded, foreign current et cetera	Apparatus broken, defective, or out of adjustment	Failure of apparatus due to ice, sleet, snow, wet track, weather, or lightning	Failure of apparatus due to obstruction	Errors in making connections or adjustments	Undetermined	Total
Atchison, Topeka & Santa Fe					1	1	2		4
Atlantic Coast Line							1		1
Boston & Maine				1	1		1		3
Chesapeake & Ohio							1		1
Chicago & North Western			1	1	2	2			6
Chicago & Western Indiana					1				1
Chicago, Burlington & Quincy	2			2			1		5
Chicago, Milwaukee, St. Paul & Pacific				1					1
Denver & Rio Grande Western					1				1
Elgin, Joliet & Eastern					1				1
Erie-Lackawanna				1					1
Illinois Central			1				1		2
Lehigh Valley		1							1
Louisville & Nashville			1	1					2
Missouri Pacific		1							1
Monon				2	1				3
New York Central				1					1
Norfolk & Western				1					1
Northern Pacific					1		3		4
Pennsylvania			1	1					2
Port Authority Trans-Hudson Corp							1		1
Portland Terminal				1					1
St. Louis-San Francisco				1		1			2
Southern Pacific			1	1	1		1		4
Southern Railway				1					1
Terminal Railroad Association of St. Louis							1		1
Total	2	2	5	16	10	4	13		52

Causes of potential false-proceed conditions reported by carriers for the year ended June 30, 1965, as listed

Name of railroad	Sand, rust, or other deposit on rails	Failure of relays and similar devices	Circuits open, crossed or grounded, foreign current et cetera	Apparatus broken, defective, or out of adjustment	Failure of apparatus due to ice, sleet, snow, wet track, weather, or lightning	Failure of apparatus due to obstruction	Errors in making connections or adjustments	Undetermined	Total
Chicago Union Station				1					1
Missouri Pacific				1					1
New York Central			1						1
Norfolk & Western			1						1
Pennsylvania				1					1
Total	0	0	2	3	0	0	0	0	5

filed by the carriers, and at the beginning of the year action was pending on 63 applications previously filed. Of this total, 212 applications were acted upon during the year and action was pending on 72 at the close of the year. Public hearings were held on 23 applications, the Bureau pointed out.

Forty-three applications were filed for modifications or relief from the Commission's signal requirements. At the beginning of the year, action was pending on 7 such applications. Of this total 46 were acted upon, and action was pending on four at the close of the year. Public hearings were held on four applications for relief from the requirements of the rules, standards, and instructions.

During the year 8 petitions were filed for relief from the requirements of Section 136.587 (departure tests), Two for relief from the requirements of Section 136.566 (equipment on locomotives of trains operating in train-stop, train-control or cab-signal territory), and four for relief from the Commission's order No. 13413. At the beginning of the year one petition was pending; 13 were acted on during the year: and at the close of the year 2 petitions were pending.

In conclusion, the report pointed out that during the year, agents and inspectors of the Section devoted 9,825 days to regular inspection work, 1,603 days to procuring evidence of violation of law, 468 days to investigation of applications submitted by carriers for approval of modification of signals and interlockings, 3,391 days to special work (special inspections and investigations, days in court furnishing testimony, hearings, National Defense Executive Reserve, and officework, 2,411 days to investigation of complaints, and 891 days accident investigation work.

Agents, inspectors, engineers, and other members of the staff of the Section were commended by Director R. D. Pfahler for their work during the year.

Methods of train operation as of Jan. 1, 1965

Name of railroad	Signal indications only without train orders		Automatic block signals with timetable and train orders		Nonautomatic block signals with timetable and train orders		Total automatic block signals and nonautomatic block signals		Timetable and train orders only		Total miles of track operated
	Road-miles	Track-miles	Road-miles	Track-miles	Road-miles	Track-miles	Road-miles	Track miles	Road-miles	Track-miles	
Akron, Canton & Youngstown					162	162	162	162			169
Alaska									568	568	568
Ann Arbor			18	22			18	22	278	278	299
Apache									72	72	72
Apalachicola Northern									96	96	96
Arkansas & Louisiana Missouri									52	52	52

Methods of train operation as of Jan. 1, 1965—Continued

Name of railroad	Signal indications only without train orders		Automatic block signals with timetable and train orders		Nonautomatic block signals with timetable and train orders		Total automatic block signals and nonautomatic block signals		Timetable and train orders only		Total miles of track operated
	Road-miles	Track-miles	Road-miles	Track-miles	Road-miles	Track-miles	Road-miles	Track miles	Road-miles	Track-miles	
Aroostook Valley									32	32	32
Ashley, Drew & Northern									42	42	42
Atchison, Topeka & Santa Fe	2,702	3,446	2,684	3,651	1	1	5,387	7,098	7,294	7,294	14,392
Atlanta & Saint Andrews Bay									82	82	82
Atlanta & West Point			83	100			83	100			100
Atlantic Coast Line	1,166	1,406	349	540	4	4	1,519	1,950	3,620	3,622	5,644
Baltimore & Ohio System	934	1,075	1,598	2,506	571	639	3,003	4,220	2,776	2,825	5,779
Bangor & Aroostook	17	19	35	35			52	54			557
Belfast & Moosehead Lake									33	33	33
Bessemer & Lake Erie	133	173					133	173	53	53	230
Bonhomie & Hattiesburg									27	33	33
Boston & Maine	377	438	385	667			762	1,105	591	591	1,791
Canadian National System					1	1	1	1	369	410	412
Canadian Pacific	1	1	208	208			209	209	61	61	270
Central of Georgia	115	115	305	328			420	443	1,194	1,197	1,639
Central Railroad of New Jersey System	102	147	182	373			284	520	175	175	744
Chesapeake & Ohio	1,675	2,210	651	1,022	1,030	1,030	3,356	4,262	967	967	5,230
Chicago & Eastern Illinois	225	241	97	161			322	402	423	423	825
Chicago & Illinois Midland			53	53			53	53	43	43	96
Chicago & North Western	147	239	1,628	2,418			1,775	2,657	5,459	5,459	10,914
Chicago & Western Indiana	8	12	28	58	3	6	39	76			64
Chicago, Burlington & Quincy	1,633	1,946	909	1,400	4,643	4,691	7,185	8,037			8,037
Chicago Great Western			522	540			522	540	722	722	1,331
Chicago, Milwaukee, St. Paul & Pacific	982	1,156	1,901	2,378	506	518	3,389	4,052	6,311	6,316	10,522
Chicago, Rock Island & Pacific System	1,044	1,431	2,186	2,186			3,230	3,617	4,050	4,056	7,673
Chicago, South Shore & South Bend			73	91			73	91	3	3	94
Clinchfield	273	273					273	273	36	36	313
Colorado Southern	1	1	39	39			40	40	503	557	712
Copper Range									64	64	64
Delaware & Hudson System	391	507	93	110			484	617	212	212	863
Denver & Rio Grande Western	674	721	272	316			946	1,037	698	701	2,147
Detroit & Mackinac									237	263	263
Detroit & Toledo Shore Line			15	22			15	22	30	55	77
Detroit, Toledo & Ironton	13	13			2	2	15	15	397	405	420
Duluth, Missabe & Iron Range	71	79	89	97			160	176	488	585	761
Durham & Southern									59	59	59
Elgin, Joliet & Eastern	9	10	102	138			111	148	90	91	273
Erie-Lackawanna System	427	505	1,332	2,416	334	334	2,093	3,255	785	791	4,046
Fernwood, Columbia & Gulf									42	42	42
Florida East Coast	70	84	275	550			345	634	226	233	867
Fort Dodge, Des Moines & Southern									137	137	137
Fort Worth & Denver	122	123	236	238			358	361	626	627	988
Galveston, Houston & Henderson			10	10			10	10	40	40	50
Georgia			170	178			170	178	131	131	309
Georgia, Ashburn & Camilla									51	51	51
Georgia Northern									68	68	68
Grand Trunk Western	99	99	297	586			396	685	491	503	1,188
Great Northern	1,130	1,149	1,642	1,899	89	89	2,861	3,137	4,513	4,513	7,676
Great Western									61	61	61
Green Bay & Western			4	4			4	4	246	246	250
Gulf, Mobile & Ohio	219	231	335	452	124	124	678	807	1,839	1,839	2,673
Houston Belt & Terminal			29	38			29	38	21	29	61
Illinois Central System	410	431	1,980	2,777	4	4	2,394	3,262	3,873	3,879	7,464
Illinois Terminal					3	3	3	3	200	379	382
Kansas City Southern System	264	268	399	402			663	670	806	817	1,487
Kansas City Terminal			11	26			11	26			76
Lake Superior & Ishpeming									126	126	126
Lehigh & Hudson River			72	72	1	1	73	73			73
Lehigh Valley	51	55	470	865	179	179	700	1,099	335	339	1,410
Long Island	170	332			155	165	326	497			497
Louisiana & North West									61	61	61
Louisiana Midland									77	77	77
Louisville & Nashville	1,965	1,988	612	612			2,577	2,600	2,948	2,948	5,927
Maine Central System	35	36	225	243			260	279	667	667	917
Maryland & Pennsylvania									36	36	36
Meridian & Bigbee									50	55	55
Midland Continental									68	68	68
McCloud River									135	135	135
Minneapolis, Northfield & Southern									61	61	61
Mississippi Central									148	148	148
Missouri-Kansas-Texas System	23	23	916	920			939	943	1,718	1,718	2,631
Missouri Pacific System	1,664	1,990	3,118	3,208			4,782	5,198	6,277	6,277	11,813
Monon	2	2	390	390			392	392	120	120	512
Monongahela	11	11	36	44			47	55	79	79	166
Montour			1	1			1	1	51	51	52
Nevada Northern					1	3	1	3	161	161	164
New Orleans Public Belt	14	28					14	28			48
New York Central System	1,605	2,805	1,430	2,778	1,836	1,847	4,871	7,430	3,505	3,509	10,938
New York, New Haven & Hartford System	147	161	351	878	1,043	1,043	1,541	2,082	83	89	2,171
Norfolk & Western	2,726	3,090	1,377	2,173	1,271	1,324	5,374	6,587	1,661	1,663	8,250
Norfolk Southern									583	583	583
Northern Pacific System	436	442	2,060	2,544	26	26	2,522	3,012	4,075	4,090	7,352
Oregon & Northwestern									51	51	51
Pacific Coast			19	28			19	28	11	12	40
Pacific Electric	1	1					1	1	135	140	253
Panama			47	48			47	48			48
Pennsylvania System	1,286	1,511	3,406	6,817	4,341	4,437	9,033	12,765	180	180	13,160
Peoria & Pekin Union	8	14	8	15	2	2	18	31			31
Pittsburgh & Lake Erie System	81	113	71	150	35	35	187	298			327
Pittsburgh & Shawmut									88	88	145
Quanah, Acme & Pacific									111	111	111
Reading	165	189	428	849	100	100	693	1,138	336	339	1,484
Richmond, Fredericksburg & Potomac	112	225	17	33			129	258			258
Roscoe, Snyder & Pacific									30	30	30
St. Johnsbury & Lamoille									96	106	106
St. Louis-San Francisco System	1,157	1,222	701	717			1,858	1,939	2,982	2,982	4,921
St. Louis Southwestern System	633	652	2	2			635	654	688	688	1,351
Sacramento Northern			1	1			1	1	153	153	194
San Diego & Arizona Eastern									136	136	136
Savannah & Atlanta									101	101	101
Seaboard Air Line System	1,606	1,667	314	343	854	856	2,776	2,866	1,316	1,317	4,177
Sierra									57	57	57
Soo Line	179	179	156	156	4,068	4,109	4,403	4,444			4,444
Southern System	1,075	1,567	2,296	2,565	13	13	3,384	4,145	4,284	4,287	8,702
Southern Pacific	2,190	2,228	3,966	4,567			6,156	6,795	5,168	5,167	12,062
Spokane, Portand & Seattle			527	538			527	538	360	361	899
Tennessee									68	68	68
Tennessee, Alabama & Georgia									88	88	88
Tennessee Central									284	284	284

Methods of train operation as of Jan. 1, 1965—Continued

Name of railroad	Signal indications only without train orders		Automatic block signals with timetable and train orders		Nonautomatic block signals with timetable and train orders		Total automatic block signals and nonautomatic block signals		Timetable and train orders only		Total miles of track operated
	Road-miles	Track-miles	Road-miles	Track-miles	Road-miles	Track-miles	Road-miles	Track miles	Road-miles	Track-miles	
Terminal Railroad Association of St. Louis	1	1	11	22			12	23	10	10	64
Texas Mexican									154	154	154
Tidewater Southern									56	56	56
Toledo, Peoria & Western									231	233	233
Toledo Terminal	1	2	5	10			6	12	23	31	43
Trona									31	31	31
Tucson, Cornelia & Gila Bend									43	43	43
Union-Pittsburgh	31	54					31	54			54
Union Pacific System	1,879	2,099	2,424	3,443			4,303	5,542	4,587	4,587	10,390
Utah			5	5			5	5	25	26	177
Valley & Siletz									41	41	41
Virginia & Carolina									27	27	27
Visalia Electric									33	33	33
Washington & Old Dominion									36	36	48
Washington, Idaho & Montana									49	49	49
Wellsville, Addison & Galeton									78	78	78
Western Railway of Alabama			87	87			87	87	46	46	133
Western Maryland	128	140	158	219			286	359	249	249	314
Western Pacific	761	761	178	178			939	939	154	154	1,129
Winston Salem Southbound									88	88	88
Wrightsville & Tennille									36	36	36
All other railroads with less than 25 miles of signaling	65	95	36	54	45	46	146	195	1,062	1,640	1,806
Total	35,544	42,282	47,146	64,610	21,448	21,794	104,138	128,686	99,165	100,410	224,986

Miles of road and track and number of locomotives and motorcars equipped with automatic train stop, train control and cab signal devices, Jan. 1, 1965

Name of railroad	Automatic train stop (ATS)			Automatic train control (ATC)			Automatic cab signals (ACS)			Notes
	Miles of road	Miles of track	Number of locomotives and motorcars	Miles of road	Miles of track	Number of locomotives and motorcars	Miles of road	Miles of track	Number of locomotives and motorcars	
Atchison, Topeka & Santa Fe	2,197	2,947	*302	168	341					*262 locomotives equipped with composite ATS and ATC and 38 locomotives and 2 motorcars equipped with ATS.
Atlantic Coast Line	581	944	334							
Norfolk & Western			7							Equipped by N. &.W. exclusively for operation over A.C.L. installation.
Baltimore & Ohio	167	253	360							
Boston & Maine							99	180	121	
Central Railroad of New Jersey System	2	5					89	141	*74	*6 locomotives and 3 motorcars are equipped with ACS and ATS, 26 locomotives are equipped with ACS, ATC, and ATS and 31 locomotives and 8 motorcars are equipped with ATS.
Reading			12							Equipped by Reading exclusively for operation over C. RR. of N.J.
Chesapeake & Ohio	258	269	657							
Chicago & Eastern Illinois	142	216	76							
Chicago & North Western	235	346		498	1,018	*369				*138 locomotives equipped with ATS, 58 locomotives equipped with ATC, and 173 locomotives equipped with ATS, ATC, and ACS.
Chicago, Burlington & Quincy						2				Equipped by C.B. & Q. exclusively for operation over C. & N.W. installation.
Chicago, Burlington & Quincy							141	223	101	
Chicago, Milwaukee, St. Paul & Pacific							357	711	169	
Chicago, Rock Island & Pacific							167	333	140	
Erie-Lackawanna	244	468					57	123	*277	*193 locomotives equipped with ATS, and 84 locomotives equipped with ATS and ACS.
Delaware & Hudson			2							Equipped by D. & H. exclusively for operation over Erie-Lackawanna installation.
Lehigh Valley			2							Equipped by L.V. exclusively for operation over Erie-Lackawanna installation.
Gulf, Mobile & Ohio	114	204	68							
Illinois Central	220	344	273							
Long Island	9	18		103	203	*385				*57 locomotives and 14 MU cars equipped with ATC and ACS, 229 MU cars equipped with ATS, 385 MU cars equipped with ATS, ATC, and ACS.
Louisville & Nashville	135	145	91							
New York Central	1,759	3,306	1,101							
Cleveland Union Terminal			7							Equipped by CUT exclusively for operation over N.Y.C. RR.
Pennsylvania			13							Equipped by P.R.R. exclusively for operation over N.Y.C. R.R
New York, New Haven & Hartford System							120	432	278	
Norfolk & Western	139	158	62							
Pennsylvania System							1,410	3,531	1,864	
New York, New Haven & Hartford									12	Equipped by N.Y N.H. & H. exclusively for operation over P. RR. installation.
Pittsburgh & Lake Erie	64	154	40							
Port Authority Trans-Hudson	8	16	247							
Pennsylvania			183							Equipped by P. RR. exclusively for operation over P.A. T-H.
Reading							44	88	153	
Richmond, Fredericksburg, & Potomac	10	18	4	110	234	32				
Atlantic Coast Line						28				Equipped by A.C.L. exclusively for operation over R.F. & P. installation.
Southern System	2,717	3,252	570							
Southern Pacific	98	177	409							
Union Pacific							1,070	2,110	339	
Chicago, Milwaukee, St. Paul & Pacific									9	Equipped by C.M. St. P. & P. exclusively for operation over UP installation.
Total	9,099	13,260	4,820	879	1,801	1,114	3,554	7,872	3,537	

YOUR WASHINGTON Reporter

By Richard Lloyd

RAILROAD UNIONS HAVE been kept exceptionally busy on Capitol Hill lately as this session of Congress reached its midpoint.

They have been involved in legislative battles embracing these issues, among others: Changes in the Bank Holding Company Act to split the Ball-duPont Estate; measures to deal with the boxcar shortage; the plan for a new Department of Transportation; the bill designed to bring about uniformity on daylight saving time; the parcel post plan which would wreck REA Express; wage-price guideposts; the bill (HR 706) to correct injustices in the disposition of railmen's grievances, and numerous other proposals. Here are the major developments in each field:

Ball-duPont Estate

Hearings continued before the Senate Banking Committee on three bills designed to split up the billion-dollar Florida duPont empire which controls the strikebound Florida East Coast Railway. Either of the measures (one of which previously passed the House) would force Edward Ball, ruler of the duPont estate, to sell off the estate's chain of banks, or its huge non-banking holdings, including the FEC.

Chairman G. E. Leighty of the Railway Labor Executives' Association gave strong testimony in support of the legislation to close loopholes in the Bank Holding Company Act under which the duPont Estate has been able to retain both its banking and non-banking empires.

Leighty gave details on how the duPont Estate has "gravely abused its concentrated economic power," including Ball's defiance "of our national railway labor policy" by refusing to settle or arbitrate the FEC strike.

"The FEC has been able to follow this rule-or-ruin policy for so long," he said, "because it has the whole vast duPont Estate banking-industrial empire behind it.

"Gentlemen, we don't expect you to mix into the FEC strike," Leighty told the senators, "but this injustice cries out to Heaven for a remedy. The duPont Estate's power should be split up."

Among others who gave effective testimony in support of the bill were Chairman McChesney Martin of the Federal Reserve Board; Senator Wayne Morse (D., Ore.), Mayor Robert King High of Miami and Rep. Charles Bennett (D., Fla.). Also, Sen. Paul Douglas (D., Ill.) was extremely helpful in spurring the legislation by well-placed questions put to witnesses.

Department of Transportation

Hearings got under way before the Senate Government Operations Committee on legislation designed to carry out President Johnson's proposal for creation of a new Department of Transportation which would pull together many of the functions now scattered among numerous agencies.

The RLEA backed the legislation in principle and announced it would offer testimony on the measure.

At the initial hearings, Sen. Warren G. Magnuson (D., Wash.), chairman of the Senate Commerce Committee and a sponsor of the legislation, testified that the measure is urgently needed so that unified attention could be brought to the problems of transportation, including the railroads.

Also, he urged establishment of a "public defender" setup in the new department. This would include an office of passenger transportation to work for preservation of passenger service and an office of transport mergers to protect the public interest in rail mergers.

Many other witnesses, pro and con, testified on the measure.

Parcel Post

Numerous witnesses testified before a House Post Office Committee hearing against a Post Office Department request for authority to increase greatly the size-weight limitations on packages handled via parcel post.

REA Express, the Railway Clerks, the Railway Labor Executives' Association, and numerous other groups are fighting the scheme. It would, they charged, divert to subsidized parcel post so much business now handled by REA Express as to put the agency out of business and destroy 35,000 express jobs.

Moreover, they said the plan would lead to the death of many more passenger trains which rely on revenue from express shipments to keep going. Thus, thousands of other railroad employes would lose their jobs. Airlines and other transportation media which handle express shipments would also feel the impact.

Many members of the House committee expressed doubt about the proposal and opposition to it kept mounting. It was stressed, however, that express and railroad workers should send an avalanche of letters to their congressmen, protesting the Post Office Department plan. Such an avalanche would help insure defeat of the dangerous scheme.

Wage "Guideposts"

Chairman Leighty of the RLEA submitted a statement to the Senate-House Joint Economic Committee condemning the guidelines laid down by the President's Council of Economic Advisers, designed to limit wage increases to 3.2 percent.

Leighty testified that such guideposts would have the most damaging effect in the railroad industry because of the likelihood that Presidential Emergency Boards handling wage disputes in the industry would feel bound by the guidelines.

This would be grossly unfair, Leighty said, because of numerous inequities from which rail workers suffer. He presented figures showing that the "real" wages of railroad employes have lagged sharply behind the rise in productivity.

Grievance Logjam

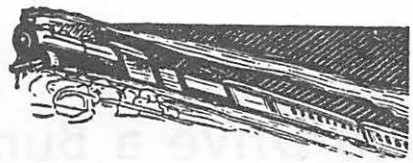
Rail unions pressed for quick action in the Senate on bill H.R. 706

which passed the House unanimously. The measure provides authority for creation of special boards of adjustment on individual railroads to clean up the huge backlogs of grievances. Also, it would make "money awards," as well as other awards of such boards, final and binding, except in certain limited circumstances.

Testimony for the measure was presented to a Senate Labor Committee by Attorney Lester P. Schoene, President Harold C. Crotty of the Maintenance of Way Employes and Al Chesser, national legislative representatives of the Trainmen. All spoke for the RLEA.

Boxcar Shortage

One of the worst freight car shortages in history hit the West recently and, as a result, the clamor for action on legislation to relieve



the shortage rose sharply on Captol Hill.

Thirty senators and many House members demanded that the Interstate Commerce Commission exercise maximum authority to direct empty boxcars to the areas of most serious shortages. Also, pressure rose for enactment in the House of legislation previously passed by the Senate which would raise daily charges on cars held out of circulation and impose other penalties and incentives designed to prod lagging railroads into enlarging their fleet of cars. This legislation is backed by rail labor.

Time Uniformity

Chaotic daylight saving time practices, which have plagued the railroads and rail workers, are now on the way toward correction as a result of legislation passed by Congress.

Under the legislation, all states observing daylight saving time this year were required to start it on the same day (the last Sunday in April) and will be required to end it the last Sunday in October. Communities are left free to decide for themselves.

Next year, however, the whole country will be placed on the daylight saving schedule, and it will require a special act of a legislature to stay on standard time. Also, all communities in a state will have to observe the same time system.

A Reminder: Prompt Filing Prevents Loss of Sickness Benefits

RAILROAD EMPLOYES ARE losing an estimated $3 million or more a year in sickness benefits that would otherwise be paid. This finding was reported by the Railroad Retirement Board, following a recent study. The study revealed that over one-fourth of the employes who filed applications for sickness benefits lost benefits for one or more days because of late filing.

The Railroad Unemployment Insurance Act requires that a doctor's statement of sickness be filed not later than 10 days after the first day for which sickness benefits are claimed. This statement is attached to the employe's application for sickness benefits. If an employe neglects to file his application and statement within the time limit, he will lose some benefits. In certain cases involving late filing, full benefits are paid to an employe from the beginning of his illness if he submits evidence showing that he tried to file the required forms on time, but was prevented from doing so by circumstances beyond his control.

The large majority of sickness beneficiaries are active railroad employes whose service has been interrupted by sickness. The time elapsed between active work and the first day of sickness is usually very short. Data for the 6-month period ending January 31, 1966, show that for 95 percent of the beneficiaries the interval was less than 10 days. However, nearly one-fourth of them did not receive all the benefits they otherwise could have received.

Failure to receive benefits for the beginning days of a spell of sickness is almost always the result of late filing of the application and statement of sickness. In relatively few cases, benefits are not paid because workers receive remuneration in the form of vacation or sick leave pay, or because they are eligible for retirement benefits larger than the amount of sickness benefits payable for the first registration period.

The Board has stressed the importance of prompt filing in all of its explanations of the sickness benefit program. In spite of this, over half of the applications received in a recent month were not filed within 10 days of the beginning of the illness. The Board urges that railroad employers and railroad labor organizations help stop this unnecessary loss of benefits. Employes should be reminded frequently of the following points:

- A sickness benefit application and statement of sickness should be sent to the Board as soon as possible after a spell of sickness begins.
- The reason for delay should be fully explained if the application and statement cannot be sent soon enough to reach the Board within 10 days of the beginning of the ickness.
- The explanation of the reason for delay should be enclosed in the envelope with the application and statement of sickness.
- All of the information called for on both forms should be supplied. The employe should make sure that he shows his correct social security account number and complete address, including zip code. **Mistakes in these two items result in serious delay in the handling of his application and claims.**
- If the employe is too sick to send in the application, someone else should act for him.

The Board also recommends that employes keep an application form on hand to use in case they become sick. Forms for this purpose can be obtained from railroad employers, railroad labor organizations, or any Board office.

COPE Report

Four Ways to Drive a Bumpy Road: Register, Work, Vote, Give to Cope

THERE ARE WARNING signs on the political road that say "Bumpy Stretch Ahead", and only hard and wise driving can get us back onto smooth pavement in November.

Republicans increasingly are upping their estimates of gains in U.S. House races. They speculate in the 40-70 range. One, Sen. Everett Dirksen (Ill.), has a $100 bet that they'll go over 50.

Recently, GOP confidence swung over to the Senate side where a spokesman predicted a possible pick-up of five seats. He listed these states:

Oregon—where Maurine Neuberger has announced she won't run again. Seeking the Democratic nomination is Rep. Bob Duncan who has a solid liberal voting record. Gov. Mark Hatfield, a moderate, is a shoo-in for the GOP nomination.

Illinois—where liberal leader Paul Douglas will be challenged by Charles Percy, unsuccessful GOP candidate for governor in 1964. Douglas won in 1960 with 55.5 percent of the vote, a near-marginal result. Percy is viewed as a rugged challenger.

Tennessee—where Ross Bass, one of the few southerner's to stick with labor on 14 (b) repeal, faces stiff opposition in a primary and, if he gets by that, in the general election, too. Bass won by just 52.1 percent of the vote in 1964 in an election to fill the remainder of Estes Kefauver's term.

Montana—where Lee Metcalf, a winner with only 50.7 percent of the vote six years ago, will be the target of the considerable conservative and right wing forces in the state.

New Hampshire—where Thomas McIntyre became the state's first Democratic senator since the Stone Age with 52.3 percent of the vote in 1962 when a bitter fight split the state GOP following the death of Sen. Styles Bridges.

The most recent published political poll, conducted by Louis Harris, reported, "The wide lead the Democrats have been holding for the 1966 elections for the House of Representatives has begun to dwindle substantially. The Republicans, at this point, stand a chance of picking up major congressional gains next November."

The poll showed the Democratic lead among voters plummeted three percent since January to a present 54-46 bulge. Harris sees 60 to 70 of the present Democratic House membership "in the danger area already." Included among these would be the 51 new liberals elected in 1964.

You can work for COPE, too, in your community. Join the COPE program. Roll up your sleeves and pitch in throughout the campaign.

Finally, be sure you're registered and be sure you vote.

If you do those four things—register, work, vote, and give a buck to COPE—the pollsters and the guessers will have to eat their words in November.

Live A Little Longer

Two Views on Check-Ups

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

WHEN I ASKED FOR A RESponse to my column of an "Ounce of Prevention," I had no idea there would be so much interest. I have had so many thoughtful letters commenting on the many sides of this important question I wish I could share more of them with you.

Several have asked why check-ups, every so often, were not provided in Medicare? This is a fair question and one which I'd like to pursue some time later. In the letters received, two kinds of check-ups are talked about; those which are done on presumably well people, without any symptoms of a disease, for the purpose of detecting early physical changes. And second there are those done for minor symptoms as an aid to early diagnosis. If you want to understand a phase of this second kind, ponder this family's experience. The wife of a Machinist writes:

"We believe thoroughly in periodic examinations which are paid for under medical insurance plans, often the result of collective bargaining.

"I was taking digitoxin, thyroid extract, insulin in large doses and diuril. I was fat and miserable. Plagued by many symptoms I finally grew tired of continuous nausea, so I went to a new doctor, a specialist in Internal Medicine, who treats disturbances affecting the heart, lungs, circulation, organs within the abdomen, such as the digestive system and diseases of old age.

"This was two years ago. The examination cost us $130, but I found there was nothing wrong with my heart, so no more digitoxin and no more nausea.

"I did not need the thyroid tablets. There was no more nervousness, high blood pressure or feeling of burning all the time. I was taken off insulin and put on two dymelor tablets and kept on diuril. In one year I've lost 100 pounds. I had 15 pounds of tumor removed by surgery. Really, I think this examination has saved us about $40 a month on unnecessary medication and I feel 20 years younger."

But here is another wife's viewpoint:

"I do not believe there is such a thing as preventing sickness. You ei-

ther have health or you don't. My mother and father never visited a doctor in their life, and neither have my two brothers or I. We don't get these common colds and headaches most people complain of.

"Now, take my husband and his family. They are in the doctor's office more than they are at work. They are a sickly bunch and all the doctors in the world are not going to help them. If you are sick enough you'll get into bed whether the doctor advises it or not. Common sense and a healthy outlook on life is what is needed."

I congratulate this woman. She is fortunate. Even so, I advocate that periodic check-ups for such people sometimes spot early changes which later turn into something serious.

RRB To Collect Medical Insurance Premiums From Covered Employes

THE RAILROAD RETIREment Board has been delegated authority by SSA to collect cash premiums for supplemental medical insurance under Medicare for those persons who are within its jurisdiction—that is, railroad retirement beneficiaries who are not also entitled to social security benefits in their first month of coverage.

Bulk premium arrangements are being worked out with insurance companies for those active employes for whom cash premium payments can be made and who are covered under the national contract and for dependents of active employes who are so covered. The arrangements are expected to be such as will be acceptable to both the Social Security Administration and Railroad Retirement Board since there is divided jurisdiction.

It should be known and understood completely by all interested officials and employes that the Medicare law does not permit payment of premium in cash by anyone who receives a monthly benefit under the Social Security, Railroad Retirement or Civil Service Retirement Acts. Premiums in these circumstances must be deducted from the monthly benefit checks. For example, if an employe who is making cash premium payments has a wife who receives a social security benefit, the premium for the wife's supplemental medical insurance must be deducted from her monthly social security checks. If an employe is receiving social security benefits and is still working in the railroad industry, cash premium payments cannot be made. This occurs most frequently for persons over 72 for whom there are no earnings restrictions. The premium must be paid in such cases as a deduction from their benefits.

To bring you up to date on Medicare enrollment as of March 21, 1966, 77 percent of the estimated 42,000 active eligible employes and wives within the Railroad Retirement Board jurisdiction have signed up for supplemental medical insurance.

Of the 516,000 beneficiaries in our jurisdiction, 88 percent have signed up.

For persons who attain age 65 on and after January 1, 1966, there is an individual enrollment period. It begins 3 months before the month in which he becomes age 65 and ends 3 months after the month in which he becomes age 65. Although the enrollment period extends 3 months beyond the month of attaining age 65, some months of coverage are lost unless enrollment takes place before the month of attainment.

Since many of the insurance arrangements (including those of hospital associations) in the industry preclude payment for services that can be covered under Medicare, late enrollment for supplemental medical benefits will leave a vacuum in insurance protection.

The Board advised that it will do everything possible to assure that persons attaining age 65 now and in the future get the message essential for their insurance protection. The help of the industry—management and labor—is needed to do the job well, the Board added.

Medicare Enrollment Deadline Extended to May 31

Persons who reached age 65 before March 1966 have been given additional time to sign up for the medicare "doctor bill" insurance plan. The deadline was extended to May 31, 1966, by legislation signed recently by President Johnson. The new law also provides that anyone who reaches age 65 by June 1, 1966, and signs up before that date will be covered by the plan when it starts in July 1966.

The "doctor bill" plan is the voluntary portion of the medicare program for persons aged 65 or over. It helps to pay for health services that are not covered by the medicare hospital insurance plan. Those who join the voluntary plan will pay a premium of $3 a month for the added protection.

Persons reaching age 65 after February 1966 can join the plan in a 7-month period that begins 3 months before the month in which they reach age 65. To be covered at the earliest possible date, however, they should sign up before the month in which they reach age 65.

Eligible persons who are now receiving a railroad retirement or a social security benefit can join the voluntary plan by completing and returning the enrollment card they received in the mail. If an aged employe is not on the railroad retirement or social security rolls but has at least 10 years of railroad service, he and his aged wife can sign up at any office of the Railroad Retirement Board. Other eligible persons can sign up at a social security office.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Norfolk & Western

DECATUR, ILL. (55). According to reports and information we have received, we are happy to say that there appears to be plenty of signal work for some time to come. It is also becoming apparent that the carrier is having some difficulty hiring additional qualified personnel to perform signal work.

There were 13 members present at our March 6 meeting held in Moberly, Missouri. Retired member Chester Green attended. It is always a pleasure to visit with Chet and talk over old times.

We had a very interesting meeting and discussed problems and the day to day affairs confronting signalmen. Members in the Moberly area are to be commended for their participation and interest in organizational affairs.

Our annual picnic will be held during August at Decatur. The Committee is working to find a suitable location. All members will be notified in ample time to make arrangements to attend. Plan to be there and make this picnic the best one yet.

With the gangs: P. E. Dawson's gang is at Logansport, Indiana; W. B. Ritchie's gang is at Wabash, Indiana; and J. F. Lawrence's gang is at Sidney, Ill.

With the testment: G. F. Bartley is at Danes, Indiana; Paul Lennon, who is filling in for H. E. Martin, is also at Danes; J. W. Sharp is on the Montpelier, Ohio District; J. E. Bartley is at Hannibal, Mo.; and R. E. Petus is at Mexico, Mo.

With the sick: Brothers F. A. Mackay, R. E. Thomas, H. E. Martin and John Ritchie are all off duty due to illness. We wish these men a speedy recovery and hope they will be back to work soon. We understand that retired Brother J. F. Driskill is in the Wabash Memorial Hospital at Decatur, Ill. and we wish him a fast recovery so he can enjoy that retirement.

Personnel changes: Brother T. L. Polley, signal maintainer at Springfield, Ill., has bid in the temporary test foreman vacancy caused by the illness of Brother H. E. Martin.

Geo. McCord, the regular maintainer at Paris, Mo., has been on leave of absence since early winter and is expected to go back to work soon.

We were sorry to hear that Brother Ray Tuley, former maintainer at Forrest, Ill., has been disqualified because of his health and we hope that by taking it easy that he may enjoy many years to come.

"Man's reward in life can be no greater than the product of his time and his actions." JFP

M.P.—H.B.T.

PASADENA, TEX. (206). Our reglar quarterly meeting was held at the Ben Milam Hotel, Houston, Texas at 9 a.m., April 3, with 12 officers and members present.

Business transacted included reading and approval of the Minutes of the Meeting of January 9, authorization of payment of bills due, acceptance to membership of Brother D. J. Farrell, Kingsville Division, and the approval of a special assessment necessary to a solvent treasury.

The grievance committee reported that a number of claims have recently been settled, but there are still some pending upon which the committee is continuing to work.

Brother J. C. Corona and P. F. Gest were reported to be still on the sick list, and Brother J. P. Estes was reported to have recently undergone surgery. He may be off four to five months. We continue to wish these brothers a speedy recovery.

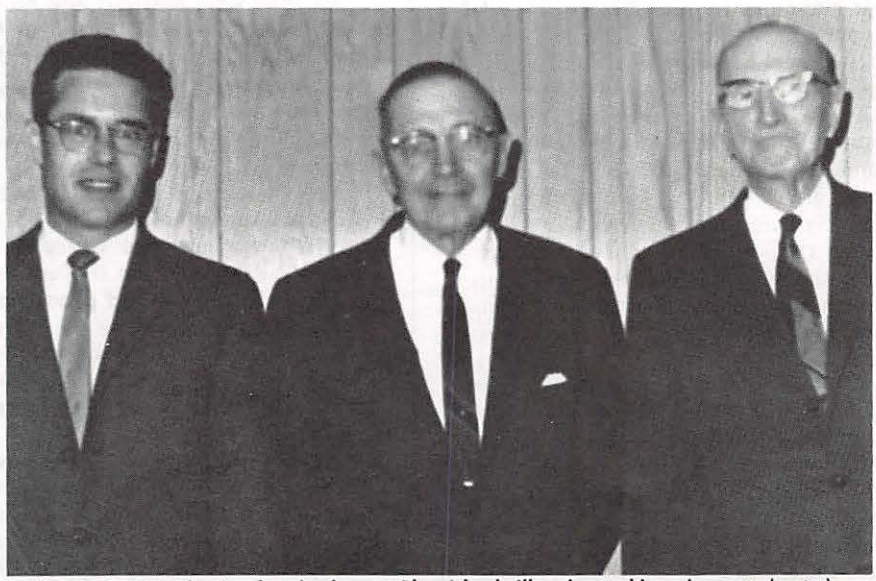
Our next regular Meeting will be held at 9 a.m., July 10 at the Ben Milam Hotel in Houston. A. T. Payne

Grand Trunk

VALPARAISO, IND. (14). A party was held at Valparaiso on March 25 to honor Brother R. C. Hastedt who retired January 13.

Brother Hastedt was signal maintainer at Blue Island, Illinois for more than 40 years and was well known and liked by his co-workers.

There were 68 persons present for the affair. F. E. Holst



Brother R. C. Hastedt, signal maintainer at Blue Island, Ill. prior to his retirement, (center) was honored at a retirement party held recently in Valparaiso, Ind. Local Secretary Treasurer N. C. Wight (right) and Signal Supervisor C. G. Trible (left) were present to assist and participate in the activities of the evening.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77002

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
77004
Tel. CA 2-2268

Kansas City, Mo. 64105. Frank X. Mattes, Suite 1420, Commerce Tower, 9th and Main Street
Tel. HA 1-5411 and HA 1-2973

Little Rock, Ark. 72000. Norman R. Jones

Los Angeles, Calif. 90013. Clifton Hildebrand, 408 S. Spring St., Suite 205
Tel. MAdison 9-2214

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, Box 2398,
Carlton House Hotel

St. Louis, Mo. 63101. Frank X. Mattes, 611 Olive St., Suite 1814
Tel. MAine 1-6992

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 N.B.C. Bldg.

Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

Sherman Oaks, Calif. 94103 John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. W. W. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. John C. Frank, 1217 Union National Bldg.
Tel. AMherst 4-0346

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

Southern

ATLANTA, GA. (49). Our regular quarterly meeting was held at the Bankhead Hotel in Birmingham, Alabama on March 20. There were 16 members present, including 5 local officers and the General Chairman.

An application for membership received from Thomas W. Lindsey, of Chamblee, Ga., was presented and approved.

Several Local Chairmen reported on conditions on their territories, with most of the grievances caused by contractors doing signalmen's work.

The General Chairman reported that he had received two awards from the Labor Board upholding Brother claims from our Local.

The third and fourth quarter financial reports were read. The reports indicated that we are operating in the black, thanks to our savings accounts.

Under new business, the Chief Signalman called attention to the card mailed to each member prior to the meeting, stating that nominations for candidates for Local Lodge Grievance Committees would be made at this meeting. The Chief then called for the nominations. All candidates were nominated. Nominations are now closed. For information on the nominees ask any Local officer or write or call the undersigned.

Brothers W. L. Wilson, L. G. Headden, Jr. and D. M. Helton were reported as being off duty due to illness.

Our next regular meeting will be at the Read House Hotel in Chattanooga, Tenn. June 19, so be sure and be present. I think some of the candidates for office are planning on giving a barbecue or a fish fry.

The June 19 meeting will not be the election meeting as the election cannot be held until after July 1. However, you will be notified of the election meeting. J. E. HYDE

Great Northern

WHITEFISH, MONT. (154). A maintainers' meeting was held March 8 at Willmar, Minn. Representatives of Union Switch & Signal were present. Also a representative of API. A union meeting was held following this meeting. Smoky Robbins, Sioux City; Tony Baldy, Sioux Falls; Pete Pollock, Huron, S. Dak.; Tac Davidson, Campbell, Minn.; Dave Clark, Kerkhoven, Minn.; Burt Anderson, Litchfield, Minn.; Bob Sheridan, Delano, Minn.; Duanne Trudeau, Willmar, Minn.; Gene Linhoff, Willmar; and Blane Lambert, Willmar; were in attendance. The members voted in favor of a $2 assessment to send a second delegate to the Convention.

Gaylord Orbin, maintainer at Wayzata, Minn., has taken a crew job in the Twin Cities for the summer.

Jerry Hedman's crew has been up in the Dakota country, fixing pole line. This crew is slated for a new truck this year, and from all reports, it has all of the latest equipment on it.

Milo Nichols, maintainer at Grand Rapids, Minn., has been off sick for the last couple of months, but word is that he will be back to work soon.

Tom Ridenour's crew is at Blackfoot, Mont. cleaning up after a derailment which demolished a switch machine, and case full of relays, besides breaking up some cable. They will work in that area for a while.

This seems to be all of the news at this time. ADRIAN L. BUCKLAND

Reading

READING, PA. (26). Our regular monthly meeting held at the Labor Temple, 113 N. 8th St. in Reading, Pa. was conducted by Chief Signalman J. H. Shultz.

Discussions on pending grievances and rule clarifications were held by General Chairman J. P. Fiori, Reading Division Local Chairman R. B. Murray, and Shamokin Division Local Chairman C. W. Link.

There were 11 members present including past Recording Secretary H. M. Levan who is enjoying his retirement.

The officers of our Local strongly urge all members to attend all meetings so that problems that are pending can be discussed democratically. This, in turn, would strengthen our Local.

We are deeply sorry to report the passing of Leighton Baker and Harold B. White this past winter. Members of our Local extend deepest sympathy to the surviving members of both families.

Local meetings are held the 4th Monday of each month. Make every effort to attend. L. VANINO

B&O-SIRT-WM

CONNELLSVILLE, PA. (31). Our members are reminded that a new plan of coordination has been adopted, under Travelers' Insurance Policy GA-23000, by which employes who are covered by more than one health insurance will no longer receive duplicate payments under each policy. This would be mostly applicable where a member's wife works and she, by her employment, has insurance covering herself and dependents. Effective date of this coordination is to be July 1, 1966.

Some members who resign are not receiving pay for vacations earned. Any members who are not paid for vacations earned should contact their Local Chairman or the General Chairman giving the details of their service. Maximum number of days worked to qualify for vacations are 120 days.

Election of officers of Local 31 will be held in Clarksburg, W. Va. October 8, 1966. DALE LEONARD

Baltimore & Ohio

DAYTON, OHIO (94). St. Louis Division West: Brother R. B. Mensen is off duty and was hospitalized during January and February due to an injury sustained while changing a tire on a company truck under icy road conditions at Odin, Ill. We urge our members to report all injuries to the Local or General Chairman so they can take necessary steps to insure that the injured person's rights are protected.

All B&O and Dayton Union Local Chairmen have been provided with a list of protected employes and their guaranteed rates under the February 7, 1965 agreement. Members who are in doubt with respect to their status regarding protection and rates should contact either their Local Chairman or General Chairman for information.

Election of Local officers of Local 94 will be held on October 15 at a city to be designated at the Columbus, Ohio meeting of July 15.

Brother A. F. Brixner, foreman, Dayton, Ohio, and his wife, Dorothy, were injured in an auto accident at Oxford on March 6. Both are recovering slowly. This was a head-on collision in which 10 persons were injured and two killed.

Chicago Division: A Meeting for the gangs on the Chicago Division was held March 15 at Sherwood, Ohio. There were 15 members present. Items of general interest were discussed. The February 7, 1965 agreement and R. R. Retirement Act, also the November 20, 1964 agreement were discussed in detail.

Brother L. J. Galloway's gang is in Sherwood and J. Robinson's gang is in Galatea, Ohio, modifying interlockings at these locations. F. Falk's gang is in Hicksville working on traffic control. P. G. Emmons' gang is in Willard respacing signals and modifying interlocking at Attica Junction.

Toledo Division: Paul Provenzano has been promoted to Signal Supervisor at Dayton, Ohio. Vice Chief Don

Members who attended the recent meeting of Local 94 at Cuyahoga Falls, Ohio are shown in the photo above taken by General Chairman H. C. Guscott.

Maintainer W. S. O'Neal, left, and Leading Maintainer R. A. Bunn—members of Local 94 —are shown in the photo above.

Porterfield retired. M. D. Hammond has been promoted to fill the assistant supervisor's position in Lima vacated by Mr. Provenzano.

Some members who resign are not being paid for vacations earned in the previous year or for the year in which they resign. Any such members who are not paid upon resignation, should contact their Local or General Chairman, giving details of their service. The maximum number of working days required to qualify for vacations is 120.

G. F. Hammond

Canadian National

ST. LAURENT, QUE. (118). Our regular meeting was held recently at the usual place, the Queen's Hotel in Montreal, Que. This meeting was poorly attended. We were honored to have Grand Lodge Representative Harold Stockdale with us. Brother Stockdale answered some important questions and participated in discussions of various subjects, pending claims, and grievances.

It is with sadness that we report the recent death of Brother Rene Lussier (See Obituary column). This Local joins his friends to express deepest sympathy to the surviving members of his family.

Our triennial election of Local Officers and Committeemen will be held at the Queen's Hotel in Montreal on June 3. Please attend. This election will be by secret ballot.

C. G. Richard

C.N.—C.P.

WINNIPEG, MAN. (12). Our regular meeting was held on March 12 at the Assiniboine Hotel, Portage & Albany, in Winnipeg, Manitoba. The following members were present: Brothers A. N. Cotton, Grand Lodge Representative; J. E. Platt; P. Kanski; R. Jablonski; P. W. Piush; R. J. McKinnon; N. S. Ehnes; M. J. Wright; G. C. Nachtgall; W. A. Gilchrest; A. N. Wright; J. M. Hodgdon; B. T. Popel; K. L. Reitter; L. Matity.

After the opening, Brother Cotton assumed the chair. He informed the members that Chief Signalman L. E. Young was unable to be present. Brother Reitter acted as secretary in the absence of Brother Law who was also unable to attend.

The minutes of the previous meeting were read and accepted.

Applications for membership were received from G. C. Willis and R. H. McKinnon, CPR, Signal Helpers; and from C. E. Schick, Signal Mechanic; G. T. Kosowan, CNR Signal Apprentice. The applications were approved and Brothers R. H. McKinnon and R. W. Piush were given the obligation.

Brother Jablonski reported that there will be a small deficit from our last Smorgasbord and Dance and that he will give a final report at the next meeting.

Brother Cotton read a letter from Grand Lodge regarding Subordinate Lodge election of officers and after some discussion it was moved and passed that our Local election would be held at our next regular meeting on May 14.

Another communication was read regarding the Special F. E. C. Assessment. Members were advised that the assessment is discontinued and that there are no payments to be made by the members for 1966 as the first quarter has been paid out of General Committee funds. Any members who have failed to pay the assessment for 3rd or 4th Quarter 1965 are still required to pay the assessment to be in good standing. They will be regarded as delinquent members until payment is made.

Numbering of gangs—Brother Cotton informed the members that he requested some time ago that gangs on the Prairie and Mountain Regions be numbered. He was turned down on the Prairie Region but was able to reach an agreement to this effect on the Mountain region. Gangs there will be numbered and positions of Foreman, Leading Mechanics, Mechanics, Apprentices and Helpers will be advertised so that employes can bid and hold position on a designated gang. The foregoing matter will still be progressed on the Prairie Region.

The new contract negotiations have broken down and our representatives have submitted a request to the Federal Government to set up a Conciliation Board.

R. L. Law

YOUR MONEY'S WORTH
by Sidney Margolius
INSTANT FOODS...
CAN MEAN INSTANT MONEY LOSS! FOR EXAMPLE, THE NEW CEREALS WITH "INSTANT BANANAS" OR OTHER PRE-SLICED FRUITS REALLY CHARGE YOU 25-30 CENTS MORE FOR A FEW CENTS WORTH OF ADDITIONAL INGREDIENTS, LIKE A NICKEL BANANA.
YOU CAN MAKE MONEY SLICING. AS OLD-TIMERS KNOW, YOU SIMPLY PEEL BACK A BANANA AND IT SLICES VERY EASILY. YOU ALSO CAN MAKE MONEY ADDING SUGAR TO CEREAL YOURSELF INSTEAD OF BUYING IT PRE-SWEETENED.
COOKIES
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL ON THE RIGHT. BUYING CIGARETTES, INSIST ON THE LABEL AT LEFT.
UNION MADE
ILGWU

Obituary

Rene Lussier, retired member of Local 118, Canadian National Railway, in Montreal, Quebec, passed away at his home of heart trouble February 14, 1966. He was 63.

Brother Lussier began with the CNR Signal Department in January 1923 working various places and positions such as maintainer and leading maintainer for the former St. Lawrence Division and at the time of his retirement he was foreman for Gang No. 1 in the Montreal Terminal.

The officers and members of Local 118 join his many friends in extending deepest sympathy to the surviving members of his family.

C. G. Richard

Fred D. Powell, retired member of Local 31, Baltimore & Ohio Railroad, passed away March 11, 1966. He was 76.

Brother Fred began his signaling career on the Baltimore East End Division May 27, 1917. At the time of his retirement in November 1958 he was maintainer at Baltimore.

He served on the Local Committee and as Trustee for many years and always had a helping hand when needed.

The Officers and members of Local 31 extend deepest sympathy to his widow and children. C. W. Durner

John F. Hogan, retired member of Local 2, Pennsylvania Railroad, passed away recently. He was 70.

Brother Hogan was C&S Cable Splicer at Pittsburgh, Pennsylvania at the time of his retirement September 1, 1959 after completing more than 39 years of service.

The officers and members of Local 2 express their deepest sympathy to the surviving members of his family.

Ed.

Fred T. Lawson, member of Local 151, Lehigh Valley Railroad, passed away January 29, 1966 after an illness of several months.

Brother Lawson was born October 18, 1902 at Batavia, New York and began signal work on the L. V. R. R. at Batavia in June 1918. He left to work on the N.Y.C. R.R. in 1931, returning to the L.V. in 1939.

Brother Lawson successfully filled many assignments in maintenance, construction, and as Leading Testman. At the time of his death he was leading signal maintainer at Depew, N.Y.

He was a faithful member of our Brotherhood and held various offices in our Local, acting as chief signalman from 1939 to 1944.

His death is a loss to our Brotherhood and a personal loss to his many friends.

The officers and members of Local 151 extend our deepest sympathy to the surviving members of his family.

R. C. ANDERSON

Leonard Flomerfelt, retired member of Local 102, Pennsylvania Railroad, passed away recently. He was 97.

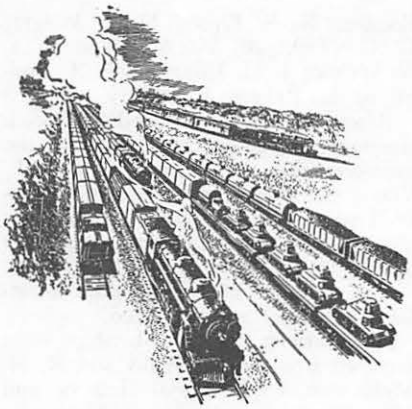
Brother Flomerfelt was working at New Brunswick, New Jersey at the time of his retirement in 1936 after completing 45 years of service.

The officers and members of Local 102 express their deepest sympathy to his daughter and other surviving members of his family. ED.

John E. Sullivan, retired member of Local 31, Baltimore & Ohio Railroad, passed away April 8, 1966. He was 66.

Brother Sullivan began his signaling career on the Baltimore East End Division March 12, 1917. He retired April 1, 1959. Most of his time was spent working as signalman and signal maintainer.

The officers and members of Local 31 extend deepest sympathy to his widow and other surviving members of his family. C. W. DURNER



B. A. Wilson, retired member of Local 50, Pennsylvania Railroad, passed away February 23, 1966. He was 93.

Brother Wilson worked at Lancaster, Pennsylvania at the time of his retirement after completing more than 33 years of service.

The officers and members of Local 50 extend their sincere sympathy to the surviving members of his family. ED.

George Dryden, retired member of Local 31, Baltimore & Ohio Railroad, passed away February 2, 1966. He was 92.

Brother Dryden retired in 1946 after completing 56 years of service.

The officers and members of Local 31 extend sincere sympathy to the surviving members of his family.

DALE LEONARD

R. J. Douthett, retired member of Local 112, Pennsylvania Railroad, passed away recently. He was 62.

Brother Douthett was maintainer at Steubenville, Ohio at the time of his retirement, due to disability, in 1961 after completing 37 years of service.

The officers and members of Local 112 express their deepest sympathy to the surviving members of his family.

ED.

F. J. Monighan, retired member of Local 31, Baltimore & Ohio Railroad, passed away recently. He was 64.

Brother Monighan was working as a signalman out of Mt. Jewett at the time of his passing. He had 22 years of service with the B&O.

He is survived by his widow and one daughter to whom the officers and members of Local 31 extend their deepest sympathy. ED.

Harold B. White, retired member of Local 26, Reading Company, passed away recently. He was 58.

Brother White was signal maintainer at Reading, Pa. at the time of his retirement February 1, 1960 after completing 19 years of service.

The officers and members of Local 26 extend deepest sympathy to the surviving members of his family. ED.

Charles E. McGroty, member of Local 192, Canadian Pacific Railroad, passed away December 21, 1965. He was 54.

Brother McGroty was a signal maintainer with headquarters at Kamloops. He entered the service in October 1, 1947.

The officers and members of Local 192 extend deepest sympathy to his widow and two children. J. S. HEDIN

Clifford Mark, retired member of Local 192, Canadian Pacific Railroad, passed away March 11, 1966 at Penticton. He was 69.

Brother Mark was a signal maintainer at Penticton at the time of his retirement. He was an active member of the Local before retirement.

The officers and members of Local 192 extend deepest sympathy to his widow. J. S. HEDIN

Frederick N. Oden, retired member of Local 31, Baltimore & Ohio Railroad, passed away recently. He was 80.

Brother Oden began his signal career in 1905 and was a charter member of Local 31. He was maintainer at Silver Springs from 1908 until his retirement in 1954.

The officers and members of Local 31 extend deepest sympathy to the surviving members of his family.

G. A. DELOZIER

L. L. Leach, retired member of Local 31, Baltimore & Ohio Railroad, passed away January 12, 1966. He was 80.

Brother Leach began his signaling career October 11, 1917 and retired from service May 12, 1959.

He is survived by one sister to whom the officers and members extend deepest sympathy. DALE LEONARD

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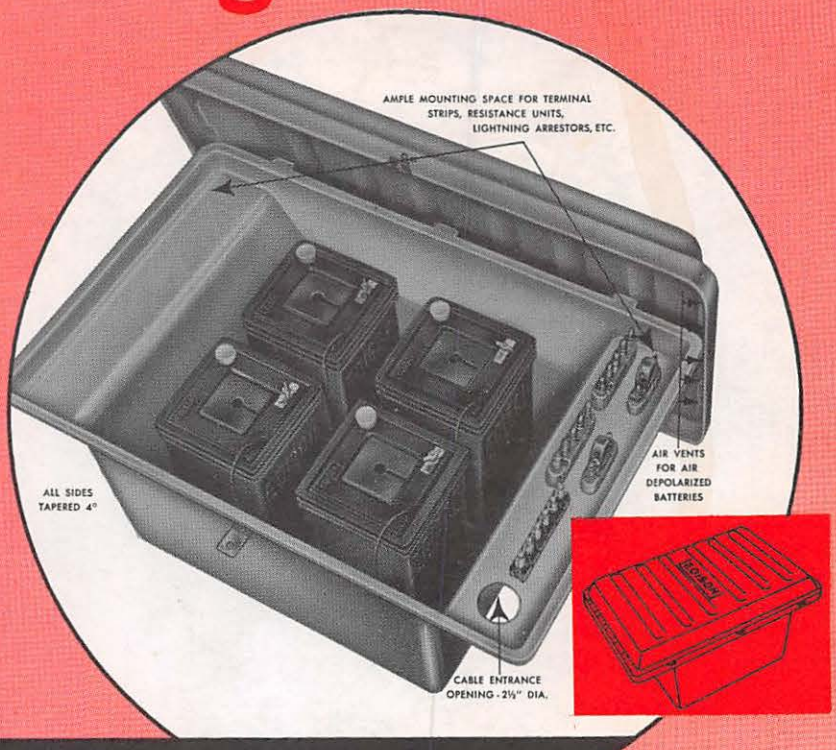
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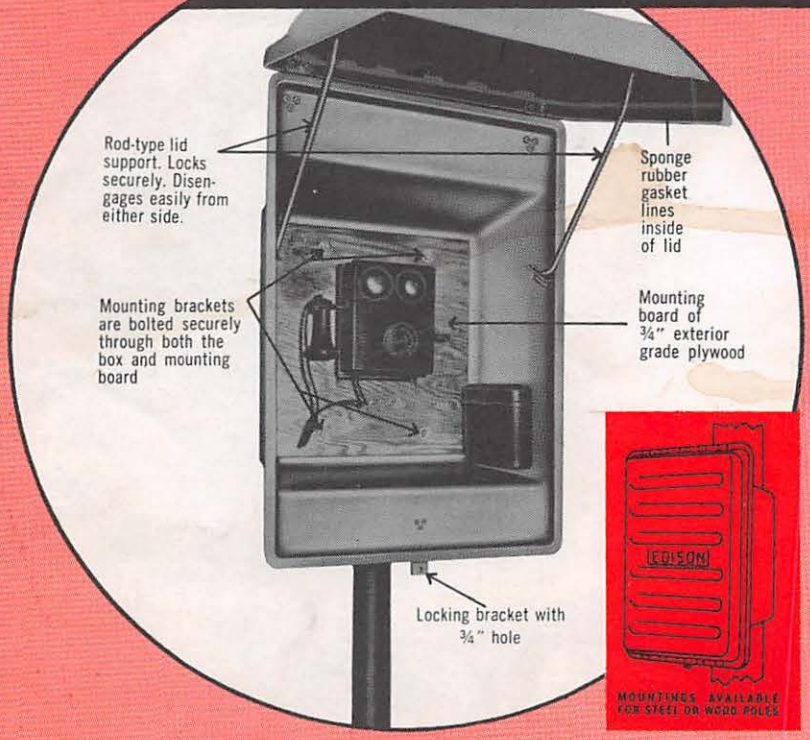
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